



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

President
Carl Morehouse, San Buenaventura

First Vice President
Cheryl Viegas-Walker, El Centro

Second Vice President
Michele Martinez, Santa Ana

Immediate Past President
Greg Pettis, Cathedral City

Executive/Administration Committee Chair

Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and
Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

***Thursday, September 11, 2014
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank

Community, Economic, and Human Development Committee

Members – September 2014

Members

Representing

Chair*	1. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Vice Chair*	2. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	3. Hon. Sam Allevato	<i>San Juan Capistrano</i>	OCCOG
	4. Hon. Don Campbell	<i>Brawley</i>	ICTC
	5. Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	6. Hon. Steven Choi	<i>Irvine</i>	District 14
	7. Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	8. Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	9. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
	10. Hon. Ron Garcia	<i>Brea</i>	OCCOG
*	11. Hon. James Gazeley	<i>Lomita</i>	District 39
	12. Hon. Joseph J. Gonzales	<i>South El Monte</i>	SGVCOG
*	13. Hon. Micheal Goodland	<i>Jurupa Valley</i>	WRCOG
	14. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
	15. Hon. Tom Hansen	<i>Paramount</i>	GCCOG
	16. Hon. Robert Joe	<i>South Pasadena</i>	Arroyo Verdugo
*	17. Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
	18. Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
	19. Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
	20. Hon. Charles Martin		Morongo Band of Mission Indians
*	21. Hon. Larry McCallon	<i>Highland</i>	District 7
*	22. Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
	23. Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
	24. Hon. Susan McSweeney	<i>Westlake Village</i>	LVMCOG
*	25. Hon. Carl Morehouse	<i>Ventura</i>	District 47
*	26. Hon. Gene Murabito	<i>Glendora</i>	SGVCOG
	27. Hon. Ray Musser	<i>Upland</i>	SANBAG
	28. Hon. Steve Nagel	<i>Fountain Valley</i>	OCCOG
*	29. Hon. John Nielsen	<i>Tustin</i>	District 17
	30. Hon. Edward Paget	<i>Needles</i>	SANBAG
	31. Hon. John Palinkas	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
*	32. Hon. Julio Rodriguez	<i>Perris</i>	District 69
	33. Hon. Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
	34. Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
*	35. Hon. Tri Ta	<i>Westminster</i>	OCCOG
	36. Hon. Ray Torres		Torres Martinez Band of Cahuilla Indians
	37. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

*Regional Council Member

This Page Intentionally Left Blank

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA SEPTEMBER 11, 2014

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE UPDATE

(Hon. Bill Jahn, Chair)

CONSENT CALENDAR

Time **Page No.**

Approval Item

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the August 7, 2014 Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

Receive and File

- | | | |
|---|-------------------|-----------|
| 2. <u>2014 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 6 |
| 3. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u> | Attachment | 7 |
| 4. <u>Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign</u> | Attachment | 15 |
| 5. <u>2014 Active Transportation Program Statewide Competition Funding Awards</u> | Attachment | 17 |
| 6. <u>Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule</u> | Attachment | 21 |
| 7. <u>2014 Quadrennial Federal Certification of SCAG</u> | Attachment | 50 |
| 8. <u>Annual “Walk to School Day” and the success of Riverside County’s Safe Routes to School Program</u> | Attachment | 83 |

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA SEPTEMBER 11, 2014

INFORMATION ITEMS

- | | | | |
|---|------------|----------|-----|
| 9. <u>Metropolitan Futures Initiative: Second Regional Progress Report 2014</u>
<i>(Dr. John Hipp, Director, Metropolitan Futures Initiative; Professor, Department of Criminology, Law & Society, University of California, Irvine)</i> | Attachment | 45 mins. | 90 |
| 10. <u>Eco-Rapid Transit's Transit-Oriented Development (TOD) Plan</u>
<i>(Michael Kodama, Executive Director, Eco-Rapid Transit)</i> | Attachment | 30 mins. | 118 |

CHAIR'S REPORT

(Hon. Margaret E. Finlay, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next CEHD meeting will be held on Thursday, October 2, 2014 at the SCAG Los Angeles Office.

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**August 7, 2014
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Carol Chen, Cerritos	GCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Debbie Franklin, Banning	WRCOG
Hon. Ron Garcia, Brea	OCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Michael Goodland, Jurupa Valley	WRCOG
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Robert Joe, South Pasadena	Arroyo Verdugo Cities
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Paula Lantz, Pomona	District 38
Hon. Joe Lyons, City of Claremont	SGVCOG
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Larry McCallon, Highland	District 7
Hon. Kathryn McCullough, Lake Forest	District 13
Hon. Joe McKee, City of Desert Hot Springs	CVAG
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. Steve Nagel, City of Fountain Valley	OCCOG
Hon. John Nielsen, Tustin	District 17
Hon. Ed Paget, Needles	SANBAG
Hon. Julio Rodriguez, Perris	District 69
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Frank Zerunyan, Rolling Hills Estates	SBCCOG

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. Don Campbell, Brawley	ICTC
Hon. Jeffrey Cooper, Culver City	WSCCOG
Hon. Margaret Finlay, Duarte (Chair)	District 35

Members Not Present (Cont'd)

Hon. Joseph Gonzales, South El Monte
Hon. Julie Hackbarth-McIntyre, Barstow
Hon. Susan McSweeney, Westlake Village
Hon. Gene Murabito, Glendora
Hon. John Palinkas
Hon. Tri Ta, Westminster
Hon. Ray Torres

SGVCOG
SANBAG
LVMCOG
SGVCOG
Pechanga Band of Luiseno Indians
District 20
Torres-Martinez Desert Cahuilla
Indians

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Bill Jahn, Vice-Chair, called the meeting to order at approximately 10:00 AM. Hon. Carol Chen led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE UPDATE

Hon. Bill Jahn, Chair of the RHNA and Housing Element Reform Subcommittee provided an update on the Subcommittee's activities. Hon. Jahn reported that the Change in Circumstance survey was sent out to Planning Directors, City Managers, and County Operating Officials on July 31, 2014 and was also posted on SCAG's website. The deadline for responding to the survey is August 22, 2014. Hon. Jahn stated that the next meeting of the RHNA and Housing Element Reform Subcommittee will be in September. The date and time has not been determined.

INFORMATION ITEMS

1. **Review of SCAG/CalPoly Pomona Planning Studio – Land Use Scenario Approach Measuring Land Use Impacts on Transportation and Environmental Factors**
Hasan Ikhata, Executive Director, introduced Michael Woo, Dean of the College of Environmental Design, Dr. Richard Wilson, Professor and Chair of the Department of Urban and Regional Planning, and Dr. Do Kim, Associate Professor and Graduate Coordinator of the Department of Urban and Regional Planning, all of whom provided a review of the SCAG/Cal Poly Pomona Planning Studio Class – Land Use Scenario Approach Measuring Land Use Impacts on Transportation and Environmental Factors. All acknowledged the role of SCAG's University Partnership Program in creating the Planning Studio Class for planning students at Cal Poly Pomona. Dr. Kim provided more details of the Planning Studio Class, noting how the Planning Studio developed future land use scenarios for the study area, and estimated the impacts of the land use scenarios on regional transportation.
2. **Additional Development Approaches in the Post-Redevelopment (RDA) Era**
Hasan Ikhata, Executive Director, introduced Donald Monti, President & CEO, Brandon Palanker, Vice President of Marketing & Public Affairs, Renaissance Downtowns, and Neil Takemoto, Founder of the CSPM Group, all of whom provided a presentation regarding alternative development approaches, focusing specifically on effective community

participation and advocacy of economic development in cities with a population between 24,000 and 150,000 and existing or proposed rail connections.

3. 25th Annual SCAG/USC Demographic Workshop held on June 9, 2014 – Summary Report

Dr. Simon Choi, Chief of Research and Forecasting, provided an overview of the workshop that SCAG co-hosted with the USC Sol Price School of Public Policy. This year's theme of the workshop was "Demographics of Poverty and Progress after the Recession." Dr. Choi reported that the keynote speaker was Professor Raphael W. Bostic of USC, a former Assistant for Policy Development and Research at the U.S. Department of Housing and Urban Development. Dr. Choi reported on three major sessions: (1) supplemental poverty measures (SPM); (2) slow population growth; and (3) future challenges/opportunities along with key strategies to fight the war on poverty. Dr. Choi noted that there were 130 attendees from 30 different agencies, representing diverse groups of people. Dr. Choi also noted that all of the statistics and information from the workshop are available on SCAG's website.

Hon. Joe Lyons, City of Claremont, inquired about the relationship of the percentage of those moving into the middle class and the overall projected population growth. Dr. Choi will provide Hon. Lyons this information via email.

4. Progress of Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

Kimberly Clark, Senior Regional Planner, provided an overview of the bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy. Ms. Clark reported that staff has met with 99% of all cities and counties in the SCAG region. The effort has resulted in feedback from 88% of jurisdictions on all or a portion of the current information requests for the Local Input Process. Staff will process the data sets for integration into SCAG's technical models, including travel demand analysis and land use scenario development.

CONSENT CALENDAR

Approval Item

5. Minutes of the June 5, 2014 Meeting

Receive and File

6. 2014 Regional Council and Policy Committees Meeting Schedule

7. SCAG Sustainability Planning Grants Program – Monthly Update

8. SCAG Sustainability Planning Grants Program – New Member Project Applications

9. Information Regarding Receipt of Transfer Agreements Related to the 5th Cycle Regional Housing Needs Assessment (RHNA)

10. Federal Highway Administration Non-Motorized Transportation Pilot Program Final Report

11. 2016 South Coast Air Quality Management Plan (AQMP) Update
12. State Approved Cap-and-Trade Expenditure Plan

A MOTION was made (Garcia) to approve the Consent Calendar, with the exception of Item No. 5. (Minutes of the June 5, 2014 meeting). The MOTION was SECONDED (McCullough) and APPROVED by the following vote:

AYES: Choi, Espinoza, Franklin, Garcia, Gazeley, Goodland, Hansen, Jahn, Joe, Katapodis, Lantz, Lyons, McCallon, McCullough, McKee, Nagel, Rodriguez, Shevlin, Zerunyan

NOES: None

ABSTAIN: Paget

A MOTION was made (McKee) to approve Item No. 5, Minutes of the June 5, 2014 meeting. The MOTION was SECONDED (Rodriguez) and APPROVED by the following vote:

AYES: Choi, Espinoza, Franklin, Garcia, Goodland, Hansen, Joe, Katapodis, Lantz, Lyons, McCallon, McCullough, McKee, Rodriguez

NOES: None

ABSTAIN: Jahn, Nagel, Paget, Shevlin, Zerunyan

CHAIR'S REPORT

There was no Chair's report presented.

STAFF REPORT

There was no staff report presented.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

The Chair adjourned the meeting at 12:05 PM.

Minutes Approved By:



Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report

		2014																	
		X = County Represented						X = Attended		No Meeting			NM = New Member		EA = Excused Absence				
Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Campbell, Don*	ICTC	X						X	X		X		X						
Chen, Carol	Gateway Cities		X					X	X		X		X		X				
Choi, Steven	City of Irvine (District 14)			X				X	X		X		X		X				
Cooper, Jeffrey	WSCOG		X					X					X						
Espinoza, Rose	OCCOG			X				X	X		X		X		X				
Finlay, Margaret* (Chair)	Duarte (District 35)		X						X		X		X						
Franklin, Debbie	WRCOG				X			X	X		X		X		X				
Garcia, Ron	OCCOG			X					X				X		X				
Gazeley, James*	Lomita (District 39)		X					X	X		X		X		X				
Gonzales, Joseph J.	SGVCOG		X						X										
Goodland, Michael*	WRCOG				X						X		X		X				
Hansen, Tom	Gateway Cities							X	X		X		X		X				
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X						X				
Joe, Robert	Arroyo Verdugo		X					X	X		X		X		X				
Katapodis, Jim	District 64			X									NM		X				
Lantz, Paula*	Pomona (District 38)		X					X	X		X		X		X				
Lyons, Joe	SGVCOG		X										NM		X				
Martin, Charles	Morongo Indians				X			X							X				
McCallon, Larry*	Highland (District 7)					X			X				X		X				
McCullough, Kathryn*	OCCOG			X				X	X				X		X				
Hackbarth-McIntyre, Julie	SANBAG																		
McKee, Joe	CVAG				X								NM		X				
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X		X		X		X				
Murabito, Gene*	SGVCOG		X																
Musser, Ray	SANBAG					X		X	X		X		X		X				
Nagel, Steve	OCCOG			X									NM		X				
Nielsen, John*	Tustin (District 17)			X				X			X		X		X				
Paget, Ed	SANBAG					X		X	X				X		X				
Palinkas, John	Pechanga Indians				X														
Parris, Rex	North L.A. County Subregion		X																
Rodriguez, Julio	District 69												NM		X				
Santa Ines, Sonny	GCCOG		X					X			X		X		X				
Shevlin, Becky	SGVCOG		X						X		X				X				
Ta, Tri*	District 20			X					X				X						
Torres, Ray	Torres Martinez				X														
Zerunyan, Frank	SBCCOG		X					X	X		X				X				
Regional Council Member*																			

This Page Intentionally Left Blank

**Main Office**

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

President
Carl Morehouse, San Buenaventura

First Vice President
Cheryl Viegas-Walker, El Centro

Second Vice President
Michele Martinez, Santa Ana

Immediate Past President
Greg Pettis, Cathedral City

Executive/Administration Committee Chair

Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and
Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

2014 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

**All Regular Meetings are scheduled on the
1st Thursday of each month, except for September***

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*
(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

This Page Intentionally Left Blank


REPORT

DATE: September 11, 2014

TO: Regional Council (RC)
 Executive/Administration Committee (EAC)
 Community, Economic, and Human Development (CEHD) Committee
 Energy and Environment Committee (EEC)
 Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, 213-236-1944

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of the seventy-five (75) grants Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. At the time this report was distributed, forty-six (46) grant projects have had Scopes of Work developed and finalized, forty-five (45) grant projects have had Request for Proposals (RFPs) released, forty-two (42) grant projects have selected consultants, and thirty-nine (39) grant projects have had contracts executed.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects will be part of Phase III and will proceed as additional funds become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning Grant projects to the approved list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, *forty-six (46)* grant projects have had scopes of work developed in partnership with the cities, *forty-five (45)* grant projects have had RFPs released, *forty-two (42)* grant projects have consultants selected and *thirty-nine (39)* grant projects have completed negotiations and have contracts executed.

REPORT

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

September 2, 2014 Regional Council Progress Update

Working / Last Contact							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x			
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Working /								
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x	
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x	
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x			
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x	
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x	
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x	
Phase 2 (Available funds)								
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x	
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x	
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x			
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x	
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x	
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x	
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	x					
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x	

Working /								
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x	x

Working /								
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x	
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x	
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x		
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x	
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x	
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x	
Phase 3 (Pending additional funds)								
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x					
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x			
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x					
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	Oct-13					
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x					
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x					
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x	
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x					

Working /								
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	x					
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	Oct-13					
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	Oct-13					
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x					
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	Oct-13					
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	Oct-13					
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	Oct-13					
60	Seal Beach	Climate Action Plan - Climate Action Plan	Oct-13					
61	La Mirada	Industrial Area Specific Plan - Land Use Design	Oct-13					
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	Oct-13					
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x					
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	Oct-13					
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	Oct-13					
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x		
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	Oct-13					
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	Oct-13					
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	Oct-13					

Working /								
Rank Applicant		Project		Last Contact	Scope	RFP	Selection	Contract
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation		Oct-13				
71	Dana Point	General Plan Update - General Plan Update		Oct-13				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill		Oct-13				
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design		Oct-13				
74	Bell	General Plan Update - General Plan Update		Sep-14				
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill		Sep-14				

REPORT

DATE: September 11, 2014

TO: Executive Administration Committee (EAC)
Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)

FROM: Hasan Ikhata, Executive Director 213-236-1944, ikhata@scag.ca.gov

SUBJECT: Funding Awarded to UECI for the Southern California Active Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

On August 20, 2014, SCAG was awarded a \$2,333,000 grant by the California Transportation Commission from the statewide competitive portion of 2014 Active Transportation Program (ATP). The funds will be used to initiate the Southern California Active Transportation Safety and Encouragement Campaign. SCAG applied for this grant to implement the May 1, 2014 General Assembly Resolution No. GA 2014-2, supporting a regional pedestrian and bicycle safety initiative.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

In 2011, data indicated that 38 pedestrians and bicyclists are killed or injured daily in the SCAG region. On May 1, 2014, the SCAG General Assembly passed GA Resolution No. 2014-2, which was advanced by Councilwoman Michele Martinez, representing the City of Santa Ana and Councilwoman Leslie Daigle, representing the City of Newport Beach, to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. The regional safety initiative is focused on reducing the number of injuries and fatalities for people traveling by non-motorized means. As part of GA Resolution No. 2014-2, SCAG noted that it will support various partnership efforts, including an annual public education, awareness and behavior campaign.

In coordination with the six county public health departments and the six (6) California Transportation Commissions (CTCs), SCAG has successfully applied to the statewide 2014 ATP Call for projects for \$2,333,000 in Caltrans grant funding to coordinate the Southern California Active Transportation Safety and Encouragement Campaign. A funding match was not provided or required. The project will implement a regional advertising campaign, community outreach/tactical urbanism events, and the development of active transportation trainings and toolkits designed for target audiences.

REPORT

NEXT STEPS:

- The Active Transportation Safety and Encouragement Campaign is scheduled to begin in January of 2015 and be completed by June of 2016.
- The regional advertising component will begin in October of 2015
- The tactical urbanism component will occur in May of 2016.
- The targeted trainings will occur between October of 2015 and May of 2016.

Staff will bring a consultant on board to manage the project and once the consultant is selected, a project steering committee will be formed to guide the campaign's development. As project milestones are completed, staff will report back to the Regional Council with project updates.

FISCAL IMPACT:

SCAG will receive \$2,333,000 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. Approval to receive this funding was previously authorized by the Regional Council by passage of Resolution 14-561-2 on August 7, 2014.

ATTACHMENT:

None

REPORT

DATE: September 11, 2014

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Sarah Jepson, Manager, Active Transportation & Special Programs, jepson@scag.ca.gov,
213-236-1955

SUBJECT: 2014 Active Transportation Program Statewide Competition Funding Awards

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

On August 20, 2014, the California Transportation Commission adopted the statewide and rural portions of the 2014 Active Transportation Program (ATP). The ATP includes \$115.2 million to fund 68 projects in the SCAG region that will result in \$248 million of investment in active transportation facilities, plans and programs. The awards received within the SCAG region represent approximately 63% of the total funding awarded through the statewide ATP competition. Projects not selected through the statewide competition are being considered for funding in the Regional ATP, which is administered by SCAG, in collaboration with the county transportation commissions. Staff recommendations for the funding awards made through the Regional ATP will be submitted to Regional Council for approval on October 2, 2014 and for adoption by the California Transportation Commission on November 12, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), and ultimately signed into law by Governor Brown on September 26, 2013, to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The new ATP program will award approximately \$124.2 million statewide per year for active transportation projects. The first three-years of funding, approximately \$360 million statewide, will be awarded in the 2014 Call for Projects. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.

REPORT

- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funds awarded through the new ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds). In lieu of hosting a separate Call for Projects for the 2014 Regional ATP, which is an option provided by the ATP Guidelines, SCAG will assemble the Regional ATP from grant proposals that were not awarded funding in the statewide competition. The Regional Project Selection Process, which was developed in collaboration with the county transportation commissions per state law, was approved by the Regional Council on April 3, 2014 and adopted by the California Transportation Commission on May 21, 2014.

SCAG local jurisdictions and other eligible applicants applied for nearly \$500 million in ATP grant funds through the 2014 Call for Projects. While the funding request far exceeds the amount available in the statewide and regional competitions combined, it underscores the demand for active transportation infrastructure and programs within the SCAG Region.

Statewide Competition Results

The California Transportation Commission approved the Statewide and Small Rural and Urban components of the ATP on August 20, 2014. The SCAG region received approximately \$115.2m to fund 68 projects worth \$248.5m for the two (2) year funding cycle (Fiscal years 2014/15 and 2015/16). The award represents approximately 63% of the total statewide funding as reported in agenda item titled “Funding Awarded for Southern California Active Transportation Safety and Encouragement Campaign”. SCAG’s application for a Regional Safety and Encouragement Campaign was selected as part of the statewide award selections. The campaign will target all roadway users including drivers, pedestrians and cyclists in communities across the region. The focus will be on disadvantaged communities, high-risk populations, and key opportunity areas. The statewide selections list is attached to this report. To see the full statewide selection list, visit http://www.catc.ca.gov/programs/ATP/2014_ATP_Adoption_BI_final.pdf

Regional Program Development Status

SCAG and the county transportation commissions in the SCAG region are assembling the Regional Program based on scores provided by Caltrans and other factors outlined in the approved Project Selection Process, noted above. The Regional Program will award \$78.2m, with up to 5% (\$3.9m) available for planning projects. SB 99 and the ATP Guidelines require that the Regional Program consider geographic equity, which is addressed in the Project Selection Process by the inclusion of funding targets for each county based on a per capita formula. The funding targets do not consider the planning funds (\$3.9m), which will be awarded regionally on a competitive basis.

SCAG Region Funding Targets

County	Funding Target (in thousands)
Imperial County	\$718
LA County	\$40,411
Orange County	\$12,389
Riverside County	\$9,012
SB County	\$8,376
Ventura County	\$3,389
Region	\$74,295

The Active Transportation Program is the largest source of funding available to local agencies for the implementation of active transportation projects, and is a key revenue source for meeting SCAG's funding goals established in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. The SCAG region was successful in capturing a large share of the funding available statewide through the first funding cycle of ATP. Staff will be analyzing the results of the first funding cycle over the next few months to identify opportunities to work with the California Transportation Commission, Caltrans, and the county transportation commissions to improve the program and project selection process, as well as, to better prepare local agencies to compete for future funding cycles and deliver quality projects.

Next Steps

The project list for the Regional Program is scheduled to be reviewed and approved by SCAG's Regional Council on October 2, 2014 and adopted by the California Transportation Commission on November 12, 2014.

FISCAL IMPACT:

Work associated with this item was included in the FY 2014-15 Budget under FY15OWP under 050.SCG00169.01.

ATTACHMENT:

ATP Statewide Selection List for the SCAG Region

**Active Transportation Program
Statewide Selections SCAG Region**

	Co	Agency	Project Title	Total Project Cost	Total Fund Request
1	IMP	Westmorland	Improve Center St Ped Facility	1,113	985
2	LA	Bell	Florence Ave Ped Improvements	2,405	62
3	LA	Bell Gardens	City Wide Safety Enhancement Project	997	802
4	LA	Carson	City of Carson Active Transportation Project	1,482	1,482
5	LA	Compton	Wilmington Ave Safe Streets Ped/Bicycle Improvements	996	996
6	LA	Cudahy	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	1,271	1,271
7	LA	Duarte	Duarte Gold Line Station Ped and Bicycle Improvements	1,646	1,305
8	LA	El Monte City School District	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	692	604
9	LA	Glendale	Citywide Ped Plan	500	500
10	LA	Glendale	SRTS Improvements	1,642	1,642
11	LA	Inglewood	Active Transportation Plan & SRTS Plan	486	486
12	LA	Lancaster	5th Street East Corridor Improvements	1,438	1,438
13	LA	LARRC	N. Atwater Non-Motorized Multimodal Bridge	9,038	3,660
14	LA	Los Angeles	Yale St Ped Linkages - Phase 1	690	690
15	LA	Los Angeles	Beverly Blvd Trans Enhancements	1,374	992
16	LA	Los Angeles	Cesar E Chavez Connections	2,350	1,565
17	LA	Los Angeles	Top 50 SRTS Safety Assessments & Travel Plans	1,900	1,900
18	LA	Los Angeles	Eastside Active Transportation Linkages, Ph II	3,651	2,237
19	LA	Los Angeles	Hollywood Western Ped Improvements	3,923	2,288
20	LA	Los Angeles	SRTS Education and Enforcement Prog	2,829	2,829
21	LA	Los Angeles	Expo Line Bundy Sta First-Last Mile Improvements	3,450	3,053
22	LA	Los Angeles	Little Tokyo Ped Safety	4,439	3,316
23	LA	Los Angeles	Hollywood HS & Selma Ave ES, SRTS	3,412	3,412
24	LA	Los Angeles	SRTS Delores Huerta ES/Quincy Jones ES	4,292	4,292
25	LA	Los Angeles	SRTS Menlo Ave ES/West Vernon ES	4,742	4,742
26	LA	Los Angeles	SRTS Sheridan St ES/Breed St ES	5,092	5,092
27	LA	Los Angeles Co	Vermont Av Bike Lane, Manchester-El Segundo	1,317	676
28	LA	Los Angeles Co	East Los Angeles Community SRTS Program	925	810
29	LA	Los Angeles Co	Florence-Firestone Community SRTS	1,092	960
30	LA	Los Angeles Co	Florence Metro Blue Line Stn Bikeway Access Improv.	1,624	1,188
31	LA	Los Angeles Co	Eastside Light Rail Bike Interface Project	1,861	1,305
32	LA	Los Angeles Co	Unincorporated LA County Ped Plans and Programs	1,498	1,445
33	LA	Los Angeles Co	Quarry Clasp Peck Road to Peck Park Bike Project	2,575	1,546
34	LA	Los Angeles Co	Willowbrook Area Ped Access Improvements to MLK MACC	5,555	3,865
35	LA	Palmdale	Active Transportation Program Plan	595	595
36	LA	Palmdale	Ave R Complete Streets and Safe Routes	6,669	5,332
37	LA	Pomona	Priority Implementation for Downtown Bike and Ped Improvements	2,010	2,010
38	LA	Santa Monica	Santa Monica SRTS Program	450	450
39	ORA	Anaheim	Western Ave Ped Signal	400	400
40	ORA	Anaheim	South St Sidwalk Gap Closure	796	796
41	ORA	Anaheim	Cerritos Ave Sidwalk Gap Closure	1,209	1,209
42	ORA	Santa Ana	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	272	272
43	ORA	Santa Ana	Complete Streets Plan	300	300
44	ORA	Santa Ana	SRTS Enhancements for Heninger Elementary	480	480
45	ORA	Santa Ana	SRTS Enhancements for King Elementary	500	500
46	ORA	Santa Ana	SRTS Enhancements for Washington Elementary	780	780
47	ORA	Santa Ana	Develop, design, and construct Bishop-Pacific-Shelton bike boulevards	950	950
48	RIV	CVAG	CV Link	99,359	10,900
49	RIV	Indio	Andrew Jackson Elementary Ped Improvements	2,581	2,581
50	RIV	Jurupa Valley	SRTS - Troth St	689	627
51	RIV	Jurupa Valley	Pyrite St SRTS Project	732	665
52	RIV	Moreno Valley	Citywide SRTS Ped Facility Improvements	1,640	1,640
53	RIV	Perris	Murrieta Road Ped Improvements	1,100	1,100
54	RIV	Perris	Perris Valley Storm Drain Channel Trail	3,828	1,202
55	RIV	Riverside	Downtown and Adjoining Areas Bicycle and Ped Improvements	997	877
56	RIV	San Jacinto	Safe & Active San Jacinto SRTS	989	989
57	RIV	Riverside Co DPH	SRTS Active Transportation Program City of Perris	350	350
58	RIV	Riverside Co DPH	SRTS City of Jurupa Valley	500	500
59	RIV	Riverside Co DPH	SRTS City of Indio	500	500
60	SBD	SANBAG	SANBAG SRTS Plan	400	400
61	SBD	Apple Valley	Apple Valley SRTS	1,095	1,095
62	SBD	Colton	Active transportation plan	265	265
63	SBD	Ontario	SRTS Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	1,164	1,164
64	SBD	Rilato	SRTS Plan	1,450	1,450
65	SBD	SANBAG	Metrolink Station Accessibility Improvement	4,679	4,679
66	SBD	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	1,027	872
67	VAR	SCAG	SCAG Active Transportation Safety & Encouragement Campaign	2,333	2,333
68	VAR	OmniTrans	West Valley Connector Corridor	25,125	3,500
			Total	248,511	115,199


REPORT

DATE: September 11, 2014

TO: Regional Council (RC)
 Executive/Administration Committee (EAC)
 Community, Economic and Human Development Committee (CEHD)
 Energy and Environment Committee (EEC)
 Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
 Receive and File.

EXECUTIVE SUMMARY:

This report will provide information on the upcoming implementation of the Cap-and-Trade Program and related Planning Grant allocation process. As reported to the RC and the Policy Committees at the August 7, 2014 meetings, the Governor signed the FY 2014-15 state budget on June 20, 2014, that includes the first investment plan for Cap-and-Trade auction revenues. As specified in the law, SCAG staff is working with the Strategic Growth Council (SGC), the Air Resources Board (ARB), and other state agencies to develop implementation guidelines for the Cap-and-Trade program areas related to Affordable Housing and Community Strategies (AHSC) with a funding amount of \$130 million in FY14-15. This staff report also provides an overview of the major milestones of this important funding program.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The California State Legislature and Governor appropriate Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund (GGRF) to state agencies and programs through the budget process, consistent with the implementing legislation. The GGRF is administered by the ARB. ARB is also required to develop guidelines on greenhouse gas (GHG) reporting and quantification methods for agencies that receive appropriations to ensure that the requirements of AB 32 and SB 535 are met.

Two categories under the Cap-and-Trade program receive multi-year funding allocations: 1) Transit, Housing, and Sustainable Communities (35%); and 2) High-Speed Rail (25%). The remaining 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas. Funding for FY 2014-15 varies from this formula because of a one-time \$200 million allocation to ARB's clean transportation program to accelerate the transition to low carbon freight and passenger transportation.

FY 2014-15 appropriations are broken down by the following allocations:

REPORT

- \$250 million to High Speed Rail;
- \$200 million to Low Carbon Transportation Program;
- \$130 million to Affordable Housing and Sustainable Communities (AHSC);
- \$50 million to Transit and Intercity Rail Capital Program & Low-Carbon Transit Operations Program;
- \$202 million for non-transportation related programs for energy, water, waste diversion and weatherization.

The AHSC Program is intended to further the regulatory purposes of AB 32 and SB 375 by investing in projects that reduce GHG emissions by implementing Sustainable Communities Strategies such as: creating more compact, infill development patterns; encouraging active transportation and mass transit usage; and protecting agricultural land from sprawl development. Of the funds expended in the AHSC program, 50% must be for affordable housing and 50% must benefit of disadvantaged communities. The SGC is mandated to develop guidelines and administer the AHSC funding program. The State Budget provides an ongoing commitment of 20 percent of future auction proceeds for this program.

The Transit and Intercity Rail Capital Program, administered by Caltrans and California Transportation Commission, is a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The State Budget provides an ongoing commitment of 10 percent of future auction proceeds for this purpose. The Low Carbon Transit Operations Program, administered by California State Transportation Agency (CalSTA) and local transit agencies, will support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The State Budget provides an ongoing commitment of five (5) percent of future auction proceeds for this purpose.

On your behalf, SCAG staff is working closely with state agencies and other MPOs to make our voice heard and ensure we receive our fair share of the revenue generated from Cap-and-Trade auction proceeds. SCAG staff will continue to monitor this process and provide timely comments upon the release of the draft guidelines for the AHSC program by the SGC and on other relevant material.

The following chart presents the major milestones associated with developing the Transit, Housing, and Sustainable Communities Cap-and-Trade expenditure program.

REPORT

Major Milestones for Transit, Housing, and Sustainable Communities Cap-and-Trade Expenditure Program (See also embedded links)

	Strategic Growth Council (AHSC Program)	Air Resources Board and CalEPA (GGRF Administration)	Caltrans and CalSTA (Rail and Transit Programs)
August 2014	Public Workshops on Guidelines Development	ARB releases Interim Guidance for expenditure records and fiscal procedures CalEPA releases the draft cut point for identification of disadvantaged communities for public comment (based on CalEnviroScreen 2.0) ARB releases preliminary concepts for Interim Guidance on investment in disadvantaged communities for public comment Public workshops on identification of disadvantaged communities and preliminary concepts for Interim Guidance	Public Workshops to Develop Draft Guidelines
September 2014		CalEPA finalizes identification of disadvantaged communities ARB staff updates Board at 9/18/19 public meeting and receives feedback on development of Interim Guidelines ARB releases Interim Guidance for use by State and local agencies	
October 2014	Draft Guidelines presented to SCG Public Workshops on Draft Guidelines	<i>October to mid-2015</i> ARB, in consultation with CalEPA and administering agencies, develops full funding guidelines, holds public workshops, and presents proposed guidelines to the Board for approval ARB and agencies develop methodologies to quantify GHG reductions and co-benefits; ARB prioritizes programs using emission reductions as a criterion in a competitive process to select projects Administration begins process to update the three-year investment plan (due Jan 2016)	
November 2014			
December 2014	Final Guidelines presented to SGC for approval		
January 2015	Funding solicitation released		
April 2015	Applications due		
June 2015	Awards announced		

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (15-20.SCG00161.04: Regulatory Compliance

ATTACHMENTS:

1. Cap-and-Trade Expenditure Plan
2. Summary Table: Programs and State Agencies that have been Appropriated GGRF Monies
3. Public Workshop Handout: Cap and Trade Auction Proceeds - Investment in Disadvantaged Communities

CAP AND TRADE EXPENDITURE PLAN**CAP AND TRADE EXPENDITURE PLAN**

The California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing greenhouse gas emissions (GHGs). To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade. The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and transformational technological and scientific innovations. The Cap and Trade program provides GHG emitters the flexibility to implement the most efficient options to reduce GHG emissions. Based on the first update to the Climate Change Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHG emissions to 1990 levels by 2020.

Chapter 830, Statutes of 2012 (SB 535), requires that the state invest at least 10 percent of the auction proceeds within the most disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities. The California Environmental Protection Agency, directed by SB 535, will determine the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group.

CAP AND TRADE EXPENDITURE PLAN

The Budget provides \$832 million of Cap and Trade proceeds to support existing and pilot programs that will reduce GHG emissions and meet SB 535 goals (see Figure CAP-01). This expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The Budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high-speed rail. The remaining proceeds will be allocated in future budgets.

Figure CAP-01
Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>2014-15</i>	<i>Ongoing</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	25 percent
	State Transit Assistance	Low Carbon Transit Operations Program	\$25	
	Caltrans	Transit and Intercity Rail Capital Program	\$25	35 percent
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130	
	Air Resources Board	Low Carbon Transportation	\$200	Annual Appropriations
Energy Efficiency and Clean Energy*	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	
	Energy Commission	Energy Efficiency for Public Buildings	\$20	Annual Appropriations
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15	
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	
	Department of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42	Annual Appropriations
	Cal Recycle	Waste Diversion	\$25	
Total			\$832	

* Emergency drought legislation enacted in February 2014 included \$40 million of Cap and Trade funds for water use efficiency projects.

Specifically, the Cap and Trade Expenditure Plan invests in the following programs:

SUSTAINABLE COMMUNITIES AND CLEAN TRANSPORTATION

- High-Speed Rail—\$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment of 25 percent of future Cap and Trade proceeds to the high-speed rail project and specifies that \$400 million remaining from a prior General Fund loan also be available for the project. This long-term funding commitment allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.
- Low Carbon Transit Operations Program—\$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of 5 percent of future auction proceeds for this purpose.
- Transit and Intercity Rail Capital Program—\$25 million for Caltrans to administer a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of 10 percent of future auction proceeds for this purpose.
- Affordable Housing and Sustainable Communities Program—\$130 million to support the implementation of sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.

CAP AND TRADE EXPENDITURE PLAN

The Budget also provides an ongoing commitment of 20 percent of future auction proceeds for this program and requires that at least half of the expenditures be allocated for affordable housing projects.

- Low Carbon Transportation—\$200 million for the Air Resources Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

ENERGY EFFICIENCY AND CLEAN ENERGY

- Weatherization Upgrades/Renewable Energy—\$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.
- Energy Efficiency in Public Buildings—\$20 million for the Energy Resources Conservation and Development Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.
- Agricultural Energy and Operational Efficiency—\$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

NATURAL RESOURCES AND WASTE DIVERSION

- Wetlands and Coastal Watersheds—\$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan and are integral to developing a more sustainable water management system statewide.
- Fire Prevention and Urban Forests—\$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.
- Waste Diversion—\$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

This page intentionally blank to facilitate double-sided printing.

Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities
High Speed Rail (HSRA) Construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment that allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California’s current transportation network and will provide both environmental and economic benefits.	Planning/Design		\$59	25%	0-25%
	Right-of-way acquisition of Initial Operating Segment		\$191		
	Construction of Initial Operating Segment				
Transit and Intercity Rail Capital Program (CalSTA) Competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation.	Connectivity to existing/future rail systems by adding new rail cars/engines		\$25	10%	25% (in statute)
	Increase service and reliability of intercity and commuter rail systems				
	Encourage multi-modal transit via integrated ticketing / scheduling				
Low Carbon Transit Operations Program (Caltrans to local agencies) Support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions.	New/expanded bus or rail services or expanded intermodal transit facilities		\$25	5%	50% (in statute)
	Service or facility improvements, e.g. equipment, fueling, and maintenance				
Affordable Housing and Sustainable Communities (SGC and member agencies) Implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.	Intermodal affordable housing		\$130	20%	50% (in statute)
	Transit capital projects				
	Active transportation/complete streets				
	Transit-oriented development				
	Agricultural land preservation				
	Local planning and implementation				
Low Carbon Transportation (ARB) Accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration’s goal to deploy 1.5 million zero-emission vehicles in California by 2025. ARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.	Passenger ZEV rebates	\$30	\$200		50%
	Heavy duty hybrid/ZEV trucks and buses				
	Freight demonstration projects				
	Pilot programs (car sharing, financing, etc.) in disadvantaged communities				

Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities
Weatherization Upgrades/Renewable Energy (CSD) Installation of energy efficiency and renewable energy projects in single and multifamily low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems.	Single-Family Weatherization		\$75		>75%
	Multi-Family Weatherization				
	Solar PV and Water Heating				
Energy Efficiency in Public Buildings (CEC) Energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.	Energy audits		\$20		<25%
	Building retrofits for energy efficiency				
	Energy generation				
Agricultural Energy and Operational Efficiency (CDFA) Projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.	Water use efficiency	\$10	\$15		<25%
	Dairy digesters				
	Alternative and renewable fuels				
	Fertilizer research, nitrogen management				
Water Action Plan - Water-Energy Efficiency (DWR) Funding for grants that support water use efficiency projects, leak detection and repair projects that reduce GHG emissions, with additional consideration given to disadvantaged communities. The funding will also support projects at the Thermalito and Hyatt State Water Project facilities.	Efficient hydro energy turbines	\$30			<25%
	Water conservation and efficiency grants				
Water Action Plan - Wetlands and Watershed Restoration (DFW) Implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are integral to developing a more sustainable water management system statewide.	Delta coastal wetlands		\$25		0-25%
	Mountain meadows				
	Water use efficiency in wetlands				
Sustainable Forests (CAL FIRE) Urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.	Urban and community forestry		\$24		>75%
	Fire risk reduction		\$18		0-25%
	Forest health				
Waste Diversion (CalRecycle) Financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills. These programs reduce GHGs and support the 75% solid waste recycling goal.	Organics composting/ anaerobic digestion		\$25		<25%
	Increased recycling manufacturing				
	Organics and recycling project loans				
Total		\$70	\$832	60%	

Cap and Trade Auction Proceeds Investments to Benefit Disadvantaged Communities

2014 Public Workshops

Aug 25: Fresno

Aug 26: Los Angeles

Sep 3: Oakland



1

"It is the intent of the Legislature that this act continue California's implementation of AB 32 by directing resources to the state's most impacted and disadvantaged communities to ensure activities...will provide economic and health benefits to these communities"

-- Senate Bill 535 (De León, 2012)

2

SB 535 – Direction

For monies in the Greenhouse Gas Reduction Fund (State proceeds from Cap-and-Trade auctions):



- Maximize benefits to disadvantaged communities
- Allocate at least 10% of funds to projects “located in” disadvantaged communities
- Allocate at least 25% of funds to projects “benefitting” disadvantaged communities

3

State Roles to Implement SB 535

Legislature and Governor

Define requirements & programs for investment

CalEPA

Identify disadvantaged communities

Maps that define communities

ARB

Provide guidance to agencies on SB 535

Guidance to maximize benefits

State Agencies Administering Proceeds

Invest in projects that cut greenhouse gases and benefit disadvantaged communities

4



Senate Bill 535 (De León, 2012)

- At least 25 percent of Greenhouse Gas Reduction Fund moneys shall be allocated to projects that benefit disadvantaged communities.
- At least 10 percent of these moneys shall be allocated to projects located in disadvantaged communities.
- CalEPA shall identify disadvantaged communities "based on geographic, socioeconomic, public health and environmental hazard criteria."

CALENVIROSCREEN 2.0 INDICATORS			
Pollution Burden		Population Characteristics	
Exposures	Environmental Effects	Sensitive Populations	Socioeconomic Factors
<input type="checkbox"/> PM 2.5 concentrations <input type="checkbox"/> Ozone concentrations <input type="checkbox"/> Diesel PM emissions <input type="checkbox"/> Drinking water contaminants <input type="checkbox"/> Pesticide use <input type="checkbox"/> Toxic releases from facilities <input type="checkbox"/> Traffic density	<input type="checkbox"/> Cleanup sites <input type="checkbox"/> Groundwater threats (Leaking underground tanks and cleanups) <input type="checkbox"/> Impaired water bodies <input type="checkbox"/> Solid waste sites and facilities <input type="checkbox"/> Hazardous waste generators and facilities	<input type="checkbox"/> Prevalence of children and elderly <input type="checkbox"/> Asthma emergency department visit rate <input type="checkbox"/> Rate of low birth weight births	<input type="checkbox"/> Educational attainment <input type="checkbox"/> Linguistic isolation <input type="checkbox"/> Poverty: Percent residents below 2x national poverty level <input type="checkbox"/> Unemployment rate

7

Geographic scale: Census tracts

- Approximately 8000 census tracts in California.
- Represents a relatively fine scale of analysis.
- Each census tract receives a CalEnviroScreen score (between 1 and 100) based on how its 19 indicators compare with other census tracts.
- CalEnviroScreen ranks census tracts based on their scores.
 - Census tracts with higher scores have higher pollution burdens and vulnerabilities than tracts with lower scores.

8

Identifying Disadvantaged Communities

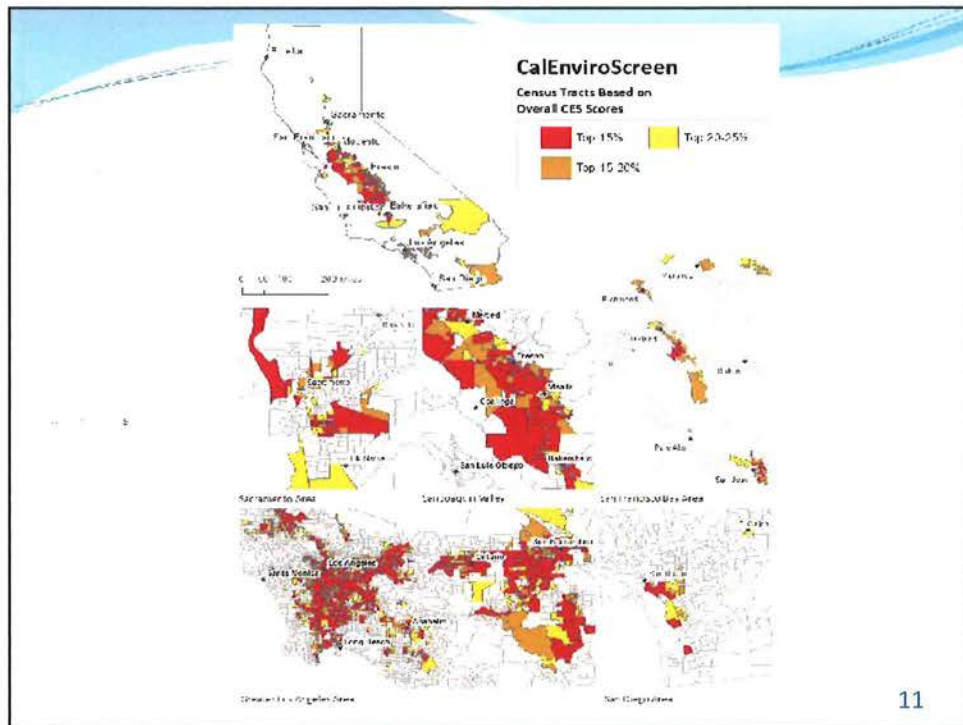
- How many communities should be considered disadvantaged?
 - Census tracts with highest 15%, 20% or 25% of scores calculated from CalEnviroScreen data?
- Generally represent 15%, 20% and 25% of California's population
- How should CalEnviroScreen information be used in identifying disadvantaged communities?

9

Method 1: Top CalEnviroScreen scores

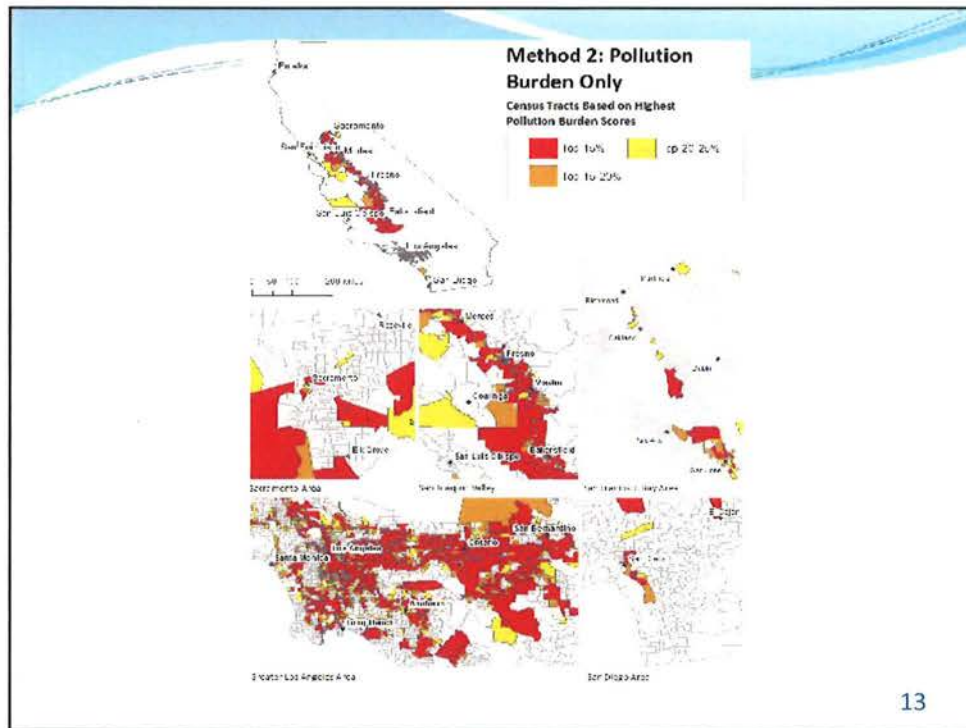
- For each census tract, the pollution score is multiplied by the population score to get a final CalEnviroScreen score.
- Consistent with scientific studies showing that population characteristics can affect health risks from pollution.

10



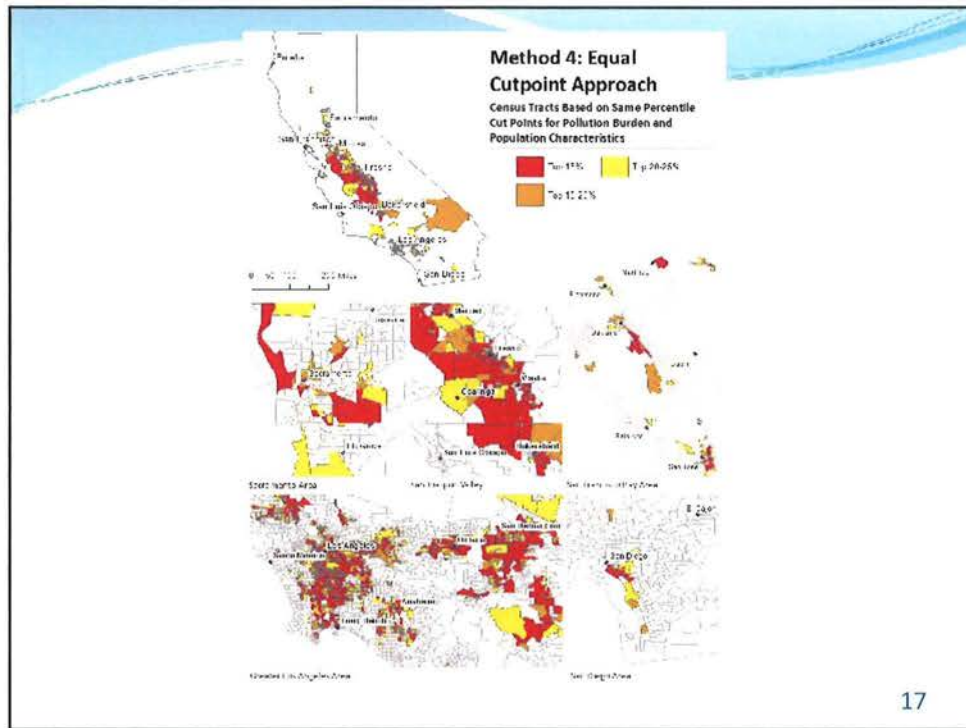
Method 2: Pollution Burden Only

- Identifies census tracts with highest pollution burdens, regardless of health and socioeconomic status.
- Meets only two of the four criteria in SB 535 for identifying disadvantaged communities.



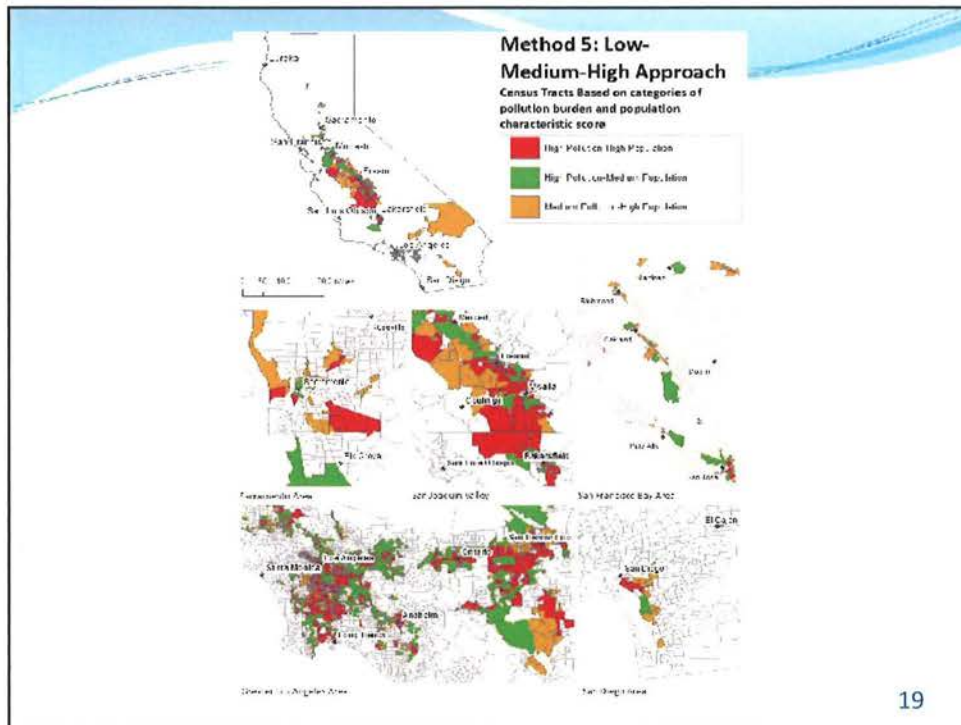
Method 3: Population Characteristics Only

- Identifies census tracts based on public health and socioeconomic status, regardless of pollution burden.
- Meets only three of the four criteria in SB 535 for identifying disadvantaged communities.



Method 5: Low-Medium-High Categories

- Separate rankings of census tracts for pollution burden and population characteristics as “high” (top 25%), “medium” (25% to 50%) and “low” (below 50%).
- Identify census tracts that are:
 - “High” for both pollution burden and population characteristics.
 - “High” for pollution burden and “medium” for population characteristics.
 - “High” for population characteristics and “medium” for pollution burden.



Investments to Benefit Disadvantaged Communities

*Interim Guidance to Agencies Administering
 Greenhouse Gas Reduction Fund Monies*

DRAFT FOR COMMENT
 (August 22, 2014)

California Environmental Protection Agency
Air Resources Board

20

Funding Path Based on State Budget

State Administering Agencies Receive Funding Directed to Specific Transportation, Energy, Resources Programs



21

State Administering Agencies



- Each agency designs and implements its own program consistent with statutory direction, including public process, project criteria & selection
- Each agency incorporates ARB guidance on investments to benefit disadvantaged communities

22

Key Programs to Benefit Disadvantaged Communities with FY 2014-15 Monies

- Weatherization/renewables
- Urban forestry
- Low-carbon transportation
- Affordable housing and sustainable communities
- Low-carbon transit operations
- Transit & intercity rail capital projects
- Other programs may offer benefits as well



Note: SB 535 minimum targets apply to total investment portfolio, not to each program; see page 12 for State approach

23

ARB Staff Draft Interim Guidance

- Framework for projects funded w/FY 2014-15 monies so agencies can move quickly
- Approaches to maximize benefits and access to benefits
- Criteria for project evaluation to support benefits that are direct, meaningful, & assured
- Full ARB guidelines in 2015 will address future year funding



24

Interim Guidance – Maximizing Benefits

“Maximize” % of funds and priority for communities

- All agencies to evaluate investments that reduce GHG emissions to assess potential for community benefits
- Target funding, as feasible, for projects located in and benefiting communities based on ARB criteria
 - Increase community awareness & access to funding
 - Address needs commonly identified by communities or key factors that contributed to “disadvantaged” status
 - Consider “how to” strategies in guidance document
 - Identify a quantifiable metric to track/report benefits
 - Work together to provide benefits from multiple programs

25

Examples of Common Needs

- Reduce health harms through clean air, plus walking, biking, and recreation
- Increase safety and thermal comfort
- Create quality jobs and job training
- Improve transit access and service
- Cut housing, transportation, energy costs
- Reduce exposure to local air toxics
- Prioritize zero emissions in areas with high diesel soot levels



26

Interim Guidance – Determining Benefits

Draft guidance defines benefits and requires project evaluation against “yes/no” criteria for SB 535 targets

- A. Located in and provides direct benefits to a disadvantaged community; or
- B. Is not located in but provides direct benefits to one or more disadvantaged communities
 - 1. Based on proximity/access to benefit for residents (e.g., ZIP code or ½ mile walking distance)
 - 2. Provides jobs/job training, cleaner air, transit, access to green space, waste diversion, etc.

27

Project: vouchers for hybrid + zero-emission trucks & buses

Primary benefit: reducing air pollution for residents of census tracts identified as disadvantaged communities

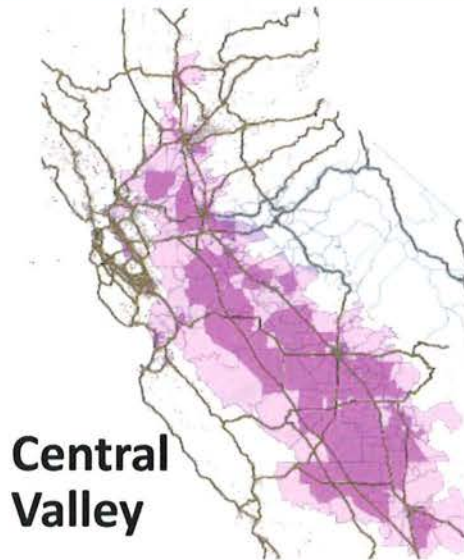
“Within:” vehicle based in a community census tract or travels a fixed route primarily in these tracts, or serves transit stations/stops in these tracts

“Benefitting:” vehicle based in ZIP code that contains a community census tract, or serves a hub in such a ZIP code, or operates primarily on impacted corridors that substantially impact air quality in these tracts

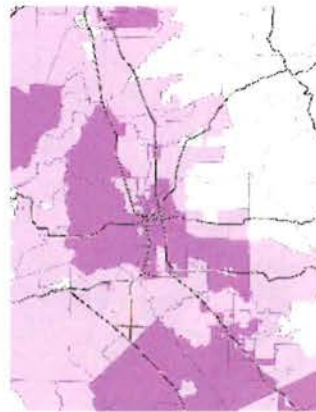
28

Census tracts = disadvantaged communities

ZIP codes containing those tracts



**Central
Valley**

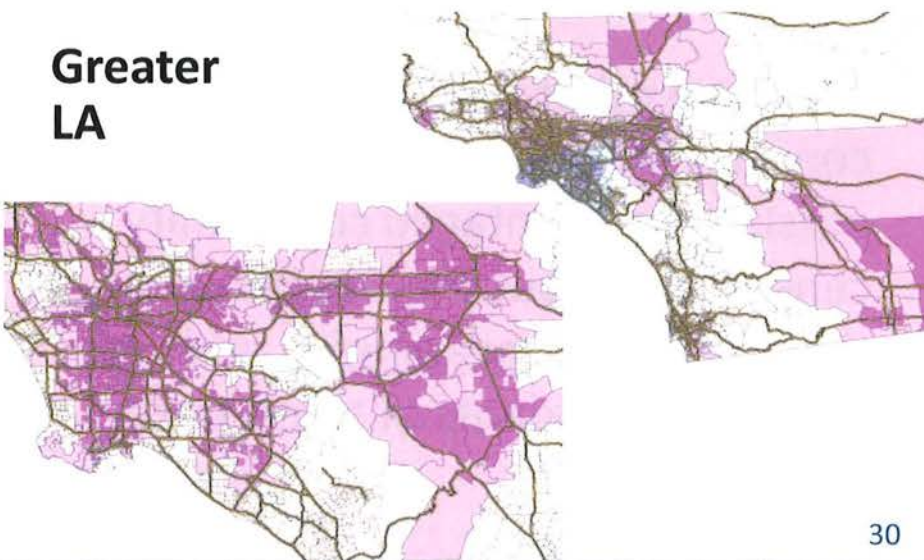


Stockton

29

Census tracts = disadvantaged communities

ZIP codes containing those tracts

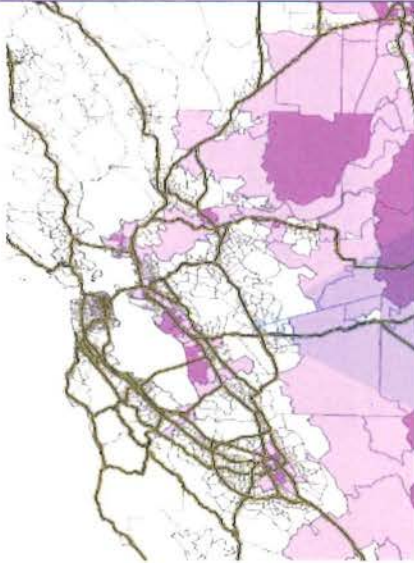


**Greater
LA**

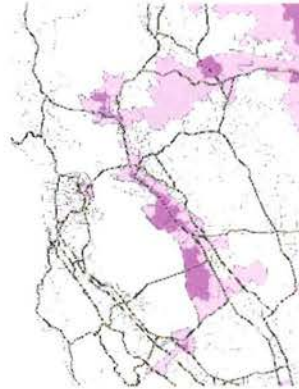
30

Census tracts = disadvantaged communities

ZIP codes containing those tracts



**Bay
Area**



31

Key Question for Discussion

Are there other criteria ARB should consider for projects that are located outside disadvantaged community census tracts, but provide benefits that are direct, meaningful, and assured to residents of those tracts?

32

Next Steps on ARB Interim Guidance

- Sep 15, 2014: written comments due
- Sep 18, 2014: Board to hear testimony & consider Interim Guidance with recommended amendments
- Visit www.arb.ca.gov/auctionproceeds to:
 - submit comments electronically
 - subscribe to list serve
 - see the upcoming events
 - see all the program information

33

Contact Us

- CalEPA and OEHHA
 - Arsenio Mataka, Assistant Secretary - 916-323-0445
 - arsenio.mataka@calepa.ca.gov
 - <http://oehha.ca.gov/ej/ces2.html>
- ARB
 - Shelby Livingston, Branch Chief - 916-324-0934
 - Matthew Botill, Manager - 916-324-2828
 - GGRFProgram@arb.ca.gov
 - www.arb.ca.gov/auctionproceeds

34

THIS PAGE INTENTIONALLY LEFT BLANK.

This Page Intentionally Left Blank

DATE: September 11, 2014

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)

FROM: Hasan Ikhata, Executive Director, 213-236-1944, ikhata@scag.ca.gov

SUBJECT: 2014 Quadrennial Federal Certification of SCAG

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

Federal regulations require the United States Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), to jointly review and evaluate every four (4) years, the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater. In August 2014, the USDOT reviewed and evaluated SCAG's transportation planning process and issued a final certification report that will remain valid for the next four (4) years. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice.

BACKGROUND:

Pursuant to the federal requirements, FHWA and FTA jointly initiated review and evaluation of SCAG's transportation planning processes in December of 2013, to be conducted once every four (4) years. Over a period of several months, the process involved review of SCAG's transportation planning; decision making; public involvement, as well as administrative processes based on written materials provided by SCAG staff in response to specific questions posed by FHWA and FTA; and interview of key staff, elected officials as well as transit operators and transportation partners. As a result of the extensive review process, FHWA and FTA jointly concluded that SCAG met all of the federal requirements leading to issuance of a Final Certification report in August of 2014. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice. The certification will remain valid for the next four (4) years through August, 2018.

A copy of the Final Certification Report is attached to this memo for reference.

ATTACHMENT:

Final Report on Transportation Planning Certification Review of SCAG, August 2014

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Transportation Planning Certification Review

*Final Report
August 2014*



Prepared by:

**The Federal Highway Administration
California Division**

**The Federal Transit Administration
Region IX**

Table of Contents

Executive Summary.....	2
<i>Table 1: Findings, Corrective Actions, Recommendations, and Best Practices Summary</i>	3
Certification Review Introduction, Purpose, and Process	8
<i>Table 2: 2010 Certification Review Corrective Action Statuses</i>	9
Description and Overview of SCAG.....	10
Certification Review Results	11
Conclusion.....	25
Appendices:	
<i>Appendix A: Certification Review Participants</i>	26
<i>Appendix B: SCAG’s Address of 2010 Certification Review Corrective Actions</i>	27
<i>Appendix C: Interviewed Local Elected, Transit Operator, and Native American Tribal Government Officials</i>	29
<i>Appendix D: Public Meeting Notice</i>	30
<i>Appendix E: Certification Review Concurrence and Closure</i>	31

Executive Summary

Federal regulations require the United States Department of Transportation (USDOT) – specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – to jointly review and evaluate the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater every four years. The Southern California Association of Governments (SCAG) Metropolitan Planning Area's (MPA) last transportation planning process certification was completed in August 2010.

A Federal review team, of FHWA and FTA staff, conducted a desk audit and site visit. The desk audit was completed first and included an in-depth review of SCAG's metropolitan transportation planning process and products, and SCAG's staff provided detailed written responses to the review team's request for information. Ensuing desk audit completion, the review team conducted the site visit on February 4-6. Integrated discussions between the review team and SCAG staff, a public listening session, and interviews with SCAG local elected, transit, and Native American Tribal Government officials occurred.

SCAG's 2014 certification review focused on assessing SCAG's compliance with updated metropolitan transportation planning provisions of Moving Ahead for Progress in the 21st Century (MAP-21), and strategic FHWA and FTA initiatives including:

- Organizational Structure and Board Administration
- Metropolitan Planning Area Boundaries, Agreements, and Contracts
- Financial Planning and Fiscal Constraint
- Federal Transportation Improvement Program (FTIP), Air Quality/Transportation Conformity, and Congestion Mitigation
- Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments
- Regional Transportation Plan (RTP)
- Project Selection and Monitoring, and Program Delivery
- Overall Work Program (OWP), Planning Factors, Planning Studies, and Self-Certification
- Transportation Planning Safety and Security
- Congestion Management Process (CMP)
- Travel Demand Forecasting and Modeling
- Freight and Goods Movement Planning
- Management and Operations (M&O) and Intelligent Transportation Systems (ITS)
- Consultant Selection and Procurement

The body of this report contains applicable findings, corrective actions, recommendations, and best practices observed. Findings document conditions perceived. Corrective actions detail areas of concern, where MPO practices unsuccessfully meet Federal requirements. If left unaddressed, MPO program restrictions may be imposed. Recommendations provide potential

MPO practice improvements, and best practices highlight items found as exemplary. A summary of these items are provided in Table 1.

Review Outcome

FHWA and FTA jointly certify that the metropolitan transportation planning process performed by SCAG substantially meets requirements of 23 Code of Regulations (CFR) § 450, and all other applicable requirements. Additional information regarding all findings and recommendations may be found in the relevant sections of this report.

Table 1: Findings, Corrective Actions, Recommendations, and Best Practices Summary

Focus Area	Findings	Corrective Actions	Recommendations	Best Practices
Organizational Structure and Board Administration (23 CFR § 450.310)	Zero significant changes warrant SCAG to make organizational structure or Board modifications since 2010 review	-	-	-
Metropolitan Planning Area (MPA) Boundaries (23 CFR § 450.312)	SCAG's MPA was adjusted per the 2010 Census and newly includes Mission Viejo urbanized area (UZA) and population 11 of Santa Barbara's UZA	-	SCAG should enter into a Memorandum of Understanding (MOU) with Santa Barbara County Association of Governments (SBCAG) regarding Census 2010 UZA boundary changes for population 11 of Santa Barbara UZA extending Ventura County	-
Metropolitan Planning Agreements and Contracts (23 CFR § 450.314)	Sufficient agreements and contracts as required in place	-	Consider update of existing agreements and contracts that are greater than eight years old, or those due near to expire	-
Financial Planning and Fiscal Constraint (23 CFR §§ 450.322, 450.324)	Financial planning and fiscal constraint requirements met as RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations	-	-	-

FTIP (23 CFR § 450.324)	2013 FTIP last transportation improvement program developed, next update set for 2015. FTIP consistent with RTP and meets CFR requirements	-	-	-
Air Quality/ Transportation Conformity, and Congestion Mitigation (40 CFR § 93, Clean Air Act)	Conformity analyses and determinations, as well as congestion mitigation practices, found prepared and carried out in accordance to legislative requirements. Interagency consultation efforts deemed acceptable	-	-	-
Public Participation, Visualization, Title VI/EJ, and Tribal Governments (23 CFR § 450.316, Executive Order (E.O.) 12898)	Public participation plan updated in 2014, visualization techniques present in RTP and planning functions, and EJ measures, benchmarks, and criteria developed through outreach to include EJ input. Legislative requirements met	-	Utilize National Rural Transportation Assistance Program (www.nationalrtap.org) to get resources for Native American Tribal Governments	-
RTP (23 CFR § 450.322)	RTP meets CFR requirements and was developed through extensive outreach to involve a broad spectrum of stakeholders	-	View examples to implement MAP-21 requirements: 1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO_Performance_Mgt_06-13.pdf 2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm	RTP public outreach activities, viewable in detail at: http://rtp.scs.scag.ca.gov/documents/2012/final/sr/2012fRTP_PublicParticipation.pdf - pp. 1 -17

			Visit Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: http://planning.dot.gov/events.asp	
Project Selection and Monitoring, and Program Delivery (23 CFR § 450.330)	Requirements met: project selection follows “bottom up” principle in establishment of procedures that detail project additions, modifications, and amendments. Project monitoring and overall program delivery facilitated through internal database	-	Stay tuned to notices of discretionary funding opportunities. SCAG is encouraged to compete where they may receive award to further facilitate the organization’s transportation planning efforts To effectively engage planning partners of non-urbanized areas into decision-making processes – review “Transit at the Table III”: http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf	-
OWP, Planning Factors, Planning Studies, and Self-Certification (23 CFR §§ 450.308, 450.306, 450.318, and 450.334)	SCAG, through self-certification, adequately develops an OWP adhering to USDOT and State established guidelines that addresses planning factors and incorporates planning studies	-	-	-
Transportation Planning Safety and Security (23 CFR § 450.306)	Transportation safety and security goals, objectives, policies, and performance measures incorporated into SCAG’s RTP. Transportation improvement program clearly communicates safety and security goals and objectives. Safety and security requirements determined met	-	Keep eye out for Strategic Highway Safety Program (SHSP) update process, and actively participate in interagency consultation to communicate regional priorities To address planning process security issues, refer to National Cooperative Highway Research Program (NCHRP) resource at: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf	-
CMP (23 CFR § 450.320)	2010 review CMP corrective actions	-	-	-

	adequately addressed, CMP developed to meet CFR requirements, FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of eliminating \$50M project threshold from CMP review process			
Travel Demand Forecasting and Modeling (23 CFR § 450.322)	Due to complexity, modeling efforts are “state of the art”. Forecasting and analysis models undergoing major updates, and activity-based model (ABM) to replace trip-based model. All requirements found to be met	-	Encouraged to explore dynamic traffic assignment (DTA) models for a more enabled assessment of corridor plan operational strategies, and for a foundation to build stronger ties between planning and operations Encouraged to conduct validation comparisons as a way to demonstrate the detail afforded by new methods, and to verify the authenticity of information produced by models	-
Freight and Goods Movement Planning (23 CFR §§ 450.306, 450.316, 450.104)	Requirements satisfied as region is critical link for freight movement. Comprehensive Regional Goods Movement Plan and Implementation Strategy consistent with RTP, and each process accounts for various stakeholder involvement	-	Consider submission of mega region planning project on freight and goods movement in partnership with the San Diego Association of Governments (SANDAG) Checkout Georgia Statewide Freight and Logistics Plan (2012 Transportation Planning Excellence Award Winner): https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3 View Freight Professional Development Program: http://ops.fhwa.dot.gov/freight/fpd/	-
M&O and ITS (23 CFR §§ 450.322, 450.940)	All requirements fulfilled. Mobility pyramid evaluates performance measures to ensure best-performing projects and strategies	-	-	-

	get included into RTP, and ITS Architecture integrated into planning process			
Consultant Selection and Procurement (23 CFR §§ 172.9, 172.5, 49 CFR § 18)	Procurement procedures found comprehensive and conform to required regulations and internal control standards	-	<p>Provide copy of Procurement Procedures Manual to FHWA</p> <p>Include statement in procurement manual related to compliance with federal/state regulation for prime and sub-consultants' cost including adequate financial system requirements</p> <p>Further substantiate compliance with 49 CFR § 18.42 through incorporation of appropriate language related to records retention in procurement manual</p> <p>Incorporate an evaluation of consultants into procedures manual upon completion of contracts</p> <p>Update procurement manual to clearly define noncompetitive procurement</p> <p>Visit ProcurementPro to ensure appropriate federal clauses are included in all types of federal procurements: http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx</p>	-

Certification Review Introduction, Purpose, and Process

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required at least every four years to jointly review and evaluate metropolitan transportation planning processes for each urbanized area with population greater than 200,000, hereto referred as transportation management areas (TMA). After completion of these reviews a joint certification by the FHWA and FTA results if transportation planning processes are determined to substantially meet federal planning requirements. Each review covers actions by all agencies (States, metropolitan planning organizations (MPO), transit operators, and local governments) charged with cooperatively carrying out day-to-day processes. Failure to certify is significant and may result in withholding of United States Department of Transportation (USDOT) funds. Other reasons the review is conducted are for enhanced planning process quality, and for an assurance that federally funded projects are being advanced without delay.

Purpose and Objective

Planning certification reviews serve several purposes: to evaluate the transportation planning process in metropolitan areas; provide recommendations that may help strengthen planning process aspects; and offer opportunity to recognize planning process best practices – which is equally important as identifying potential improvements.

For this review of the Southern California Association of Government's (SCAG) transportation planning processes, the review team evaluated products and materials including the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP), Congestion Management Process (CMP), and other relevant areas that all may be referred to in the "Results of Certification Review" section of this document.

Specific objectives of this review focused on determining if:

- 1) Overall planning activities of SCAG are conducted in accordance with USDOT regulations, policies, and procedures – including provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21), 23 Code of Federal Regulations (CFR), Clean Air Act (CAA), Title VI of Civil Rights Act, etc. as applicable.
- 2) SCAG's regional transportation planning processes are continuing, cooperative, and comprehensive, which result in development, implementation, and support of transportation system preservation and improvements.
- 3) SCAG's OWP adequately documents transportation planning activities and other significant transportation planning activities occurring in the region.
- 4) Regional transportation planning products, including the FTIP and RTP, reflect identified transportation needs, priorities, and funding resources.
- 5) RTP is multimodal in perspective, meets the needs of the traveling public and community, and is based on current data.

- 6) Concerns documented during SCAG’s 2010 certification review have been adequately addressed.

Previous Certification Review

SCAG’s last review was completed in August 2010, and in specific resulted with four corrective actions. In advance of this review, SCAG provided USDOT with a completion status update of corrective actions from the 2010 certification review (Appendix B). USDOT determined each corrective action was completed satisfactorily (Table 2).

Table 2: 2010 Certification Review Corrective Action Statuses

Corrective Action	Status
1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local congestion management agency (CMA) to produce an update that provides the data and input necessary to maintain the integrity of the regional CMP. (23 Code of Federal Regulations (CFR) § 450.322)	Completed
2. SCAG staff shall consider the formulation of a non-recurring congestion system-level performance measure to add to existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the “Congestion Management Strategy” section of the next long-range planning (LRP) document. (23 CFR § 450.322 (c)(4,6))	Completed
3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR § 450.322(a))	Completed
4. As portions of the SCAG region are classified as a nonattainment area for meeting federal ozone, particulate matter (PM) 10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g. transportation demand modeling (TDM), operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR § 450.322(e))	Completed

Methodology

For SCAG’s 2010 certification review, USDOT’s team consisted of staff from the FHWA California Division Office, FHWA Office of Planning, and FTA Region 9. Subject experts from FHWA’s Resource Center also participated during applicable sessions. Prior to meeting onsite, USDOT’s review team prepared a request for information desk audit that asked questions about SCAG’s structure and planning processes. SCAG’s responses to the request for information helped provide focus for discussions during the site visit.

The review site visit began February 4 and concluded February 6, 2014. In addition to discussions with SCAG’s staff, a public listening session was held to afford the public an opportunity to provide oral and written comments. Interviews were also conducted with SCAG elected and transit operator officials, and a regional Native American Tribal Government representative. Overall the feedback gleaned from the public listening session and interviews of officials was positive in support of transportation planning processes that SCAG performs. Appendix C provides a list of the officials interviewed.

How to Use this Report

Significant findings, corrective actions, recommendations, and best practices of SCAG’s planning processes are summarized in Table 1, which is shown after the Executive Summary section of this report above. In interpretation of information this report provides, users should be aware of the definitions as follows:

Findings – are statements of fact based on USDOT observations made during the site visit and review of planning documents.

Corrective Actions – are improvements needed to correct statutory or regulatory deficiencies, which if left unaddressed could lead to a “failure to certify” finding and possible disruption of federal funds to programs and projects.

Recommendations – are other than statutory or regulatory deficiencies, yet actions identified by USDOT that represent strongly endorsed practices.

Best Practices – are those actions or procedures identified by USDOT as outstanding.



Description and Overview SCAG

Founded in 1965, SCAG is a Joint Powers Authority under California state law established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG is the MPO for 191 cities in six southern California counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. SCAG’s region of 38,000 square miles is home to over 18.7 million residents, and by 2030 the

population expects growth to over 22 million people. Employment opportunities will increase to over 10 million from a current base of over 7 million. SCAG is the largest MPO in the country.

SCAG develops a long-range regional transportation plan, which includes sustainable community strategy and growth forecast components, a transportation improvement program, regional housing needs allocation, and a portion of South Coast's Air Quality management plan. In 1992 SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by federal and state governments, and to provide a more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for a more diverse representation. Districts were formed with the intent to serve equal populations and communities of interest. Currently the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region – there are six County Transportation Commissions (CTC) primarily responsible for programming and implementing transportation projects, programs, and services. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts on SCAG's Regional Council (RC) and Policy Committees.

Certification Review Results

Federal Regulations

Through the desk audit and site visit, the review team assessed information and details that SCAG provided in areas required for evaluation in accordance with federal statutes and regulations.

Organizational Structure and Board Administration

Basic Requirement: Federal legislation (23 United States Code (U.S.C.) § 134(d)) requires designation of a MPO for each urbanized area with a population more than 50,000 individuals. When a MPO representing all or part of a TMA is initially designated or re-designated according to 23 CFR § 450.310(d), the policy board of the MPO shall consist of (a) local elected officials, (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, and including representation by providers of public transportation, (c) appropriate State transportation officials. Voting membership of a MPO designated – or re-designated prior – will remain valid until a new MPO is re-designated. Re-designation is required whenever the existing MPO seeks to substantially change the proportion of voting members representing individual jurisdictions or the State or the decision-making authority or procedures established under MPO bylaws. An addition of jurisdictional or political bodies into the MPO, or of members to the policy board, generally goes without MPO re-designation requirement.

Review Finding:

SCAG's staff is directed by various policy and technical advisory boards. SCAG's General Assembly comprises representatives from each member jurisdiction, and meets annually to approve the budget as well as any Bylaw amendments. SCAG's RC serves as the main governing board and consists of 86 members who approve the federally required Regional Transportation Plan as well as other plans and policies. SCAG has three policy committees – Transportation; Community, Economic and Human Development; and, Energy and Environment) – that make recommendations to the RC. There is one representative from a regional Native American Tribal Government that serves on the planning board, and all RC members have voting privileges.

Currently the RC is represented by five CTCs that have responsibility to plan and program transportation projects region-wide. Of those, two are transit operators: Los Angeles County Metropolitan Transportation Authority (Metro), and Orange County Transportation Authority (OCTA). CTCs propose county projects, implement RTP policies, programs, and projects, and also guide cities and local agencies through the "Call for Projects" process that is used to select projects. Locally prioritized projects are then forwarded to SCAG for review and acceptance. SCAG subsequently develops the Federal Transportation Improvement Program (FTIP) consistent with the RTP, inter-county connectivity, financial constraint, and air quality conformity. Numerous entities in the region, e.g. regional transit operators, thereafter receive federal, state, and local funds programmed through SCAG's process.

SCAG's organizational structure and Board administration practices meet regulatory requirements.

Metropolitan Planning Area Boundaries

Basic Requirement: The metropolitan planning area (MPA) boundary refers to the geographic area that metropolitan transportation planning processes must be carried out on. MPA's shall, at minimum, cover the Census-defined urbanized area (UZA) and contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the RTP. UZA's subject to the transportation planning process are typically referred to by the USDOT as the urbanized area boundary (UAB). In accordance with 23 U.S.C. § 134 (e) and 23 CFR § 450.312, the boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. Boundaries should include Environmental Protection Agency (EPA)-defined nonattainment and/or maintenance areas, if applicable, in accordance with the National Ambient Air Quality Standard (NAAQS) for ozone or carbon monoxide.

Review Finding:

SCAG's geographic study area has changed since the last census in 2010. In result, SCAG entered into Memorandum of Understanding (MOU) with the San Diego Association of Governments (SANDAG) regarding the Census 2010 urbanized area boundary changes.

Another boundary change resulting from the Census 2010 is for the Santa Barbara UZA that extends into the northwest corner of Ventura County. SCAG and the Santa Barbara Association of Governments (SBCAG) have yet to commence MOU discussions on the modification.

SCAG's MPA boundaries meet regulatory requirements.

Other Comments:

As performed with SANDAG, SCAG should establish a schedule to commence discussions with SBCAG on the planning area boundary change that resulted from the 2010 Census.

Metropolitan Planning Agreements and Contracts

Basic Requirement: In accordance with 23 U.S.C. § 134 and 23 CFR § 450.314, MPOs are required to establish relationships with State and public transportation agencies under specified agreements between the parties to work in cooperation to carry out a continuing, cooperative, and comprehensive (3C) metropolitan planning process. Agreements must identify mutual roles, responsibilities, and procedures governing cooperative efforts, and must identify the designated agency for air quality planning under the Clean Air Act to address responsibilities and situations that arise in the metropolitan area.

Review Finding:

SCAG has written agreements in place to facilitate regional planning in Southern California that include:

- a. Comprehensive Federal Transportation Planning MOU
- b. California Department of Transportation (Caltrans) Division of Transportation Planning Master Fund Transfer Agreement
- c. Transit MOUs with area transit operators
- d. Consultation Procedures of Transportation and Air Quality Conformity MOU

All of SCAG's metropolitan planning agreements and contracts adequately meet regulatory regulations.

Other Comments:

It was noticed that the Caltrans Division of Transportation Planning Master Fund Transfer Agreement expires on December 31, 2014. Discussions to update this agreement should be engaged.

Financial Planning

Basic Requirement: The metropolitan planning statute states the RTP and FTIP (23 U.S.C. § 134 (j)(2)(B)) must include a "financial plan" that "indicates resources from public and private sources expected reasonably available to carry out the program". Additionally, the Statewide Transportation Improvement Program (STIP) may include a similar financial plan (23 U.S.C. § 135 (g)(5)(F)). The financial plan purpose is to

demonstrate fiscal constraint, and these requirements are implemented for the RTP, FTIP, and STIP. Essentially these regulations provide that the RTP, FTIP, and STIP include only projects for which funding “can reasonably be expected available” [(23 CFR § 450.322(f)(10) – for RTP), 23 CFR § 450.324(h) – for FTIP), and 23 CFR § 450.216(m) – for STIP)]. Regulations additionally provide that inclusion of projects in air quality nonattainment and maintenance areas be integrated in the FTIP’s and STIP’s first two years only if funds are “available or committed”. Finally, the Clean Air Act’s transportation conformity regulations specify that conformity determinations may only be made on a fiscally constrained RTP and FTIP (40 CFR § 93.108).

Review Finding:

SCAG’s financial planning process is extensive, which is a collaborative process that integrates regional technical advisory, an evaluation of data, trend-line vetting, funding scenarios, etc. To establish fiscal constraint SCAG documents key assumptions and normalizes data. SCAG accounts for cost escalations, and has made use of USDOT’s Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

All regulatory required financial planning and fiscal constraint practices were found as performed by SCAG. RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations.

FTIP

Basic Requirement: 23 CFR § 450.324 requires the MPO to develop a FTIP in cooperation with State and public transit operators. Specific requirements and conditions specified in the regulations that MPOs must meet include, without limits:

- Completed FTIP update that covers a period of at least four years compatible with STIP development and approval (23 CFR § 450.324 (a))
- FTIP identifies all eligible state implementation plan (SIP) transportation control measures (TCM) with priority, and for projects included in first two years funds are available and committed (23 CFR 450.324 (i))
- FTIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, and Federal Lands Highway and safety projects included in the State’s Strategic Highway Safety Plan; FTIP includes all regionally significant projects that require USDOT approval, even if projects are funded with other dollars besides Title 23 or 49; all federal and non-federal funded regionally significant projects are included in the FTIP consistent with the RTP for information purposes, and for air quality analysis in nonattainment and maintenance areas (23 CFR § 450.324 (c)(d))

Review Finding:

SCAG’s FTIP development process is collaborative with regional CTCs that work with local agencies, transit operators, and the state to prioritize projects for inclusion into

individual county transportation improvement programs (TIP). Thereafter, county TIPs are worked on with SCAG and integrated into SCAG's FTIP. SCAG's FTIP is consistent with the RTP, accounts for regional emission tests, sufficiently displays TCMs, was subject to extensive interagency consultation and public involvement, and demonstrates fiscal constraint. All FTIP requirements were determined fulfilled.

Air Quality/Transportation Conformity, and Congestion Mitigation

Basic Requirement: For MPOs the EPA classifies as air quality nonattainment or maintenance areas, many special requirements apply to the metropolitan planning process. Section 176 (c)(1) of the Clean Air Act Amendments of 1990 (CAAA) states: "Zero MPO designated under section 134 of Title 23 U.S.C shall give approval to any project, program, or plan that fails conformance to an implementation plan approved or promulgated under section 110". The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) includes provisions in response to CAAA mandates.

Review Finding:

SCAG collaborates with regional air quality stakeholders to prepare conformity analyses and determinations for the RTP and FTIP. SCAG also works closely with all air districts to coordinate regional transportation planning and air quality planning policies, programs, technical methodologies and assumptions, public involvement processes, and congestion mitigation practices that benefit air quality. Extensive, ongoing, collaborative, and inclusive interagency consultation is implemented during development of all transportation planning products that SCAG delivers. SCAG's processes meet all air quality conformity requirements.

Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments

Basic Requirement: The MPO is required under 23 CFR § 450.316 to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation through RTP and FTIP development. Consultations should include (1) a comparison of the RTP with State conservation plans or maps, if available – or (2) a comparison of the MTP with inventories of natural or historic resources, if available. Use of explicit procedures, strategies, and desired outcomes for employing visualization techniques in the RTP and FTIP are also detailed under requirements of 23 CFR § 450.316.

It has been a long-standing policy of USDOT to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964, which states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". Title VI bars intentional discrimination, i.e. disparate treatment, as well as disparate-impact discrimination stemming from neutral policy or practice that has the effect of a disparate impact on protected groups based on race, color, or national origin. Planning regulations (23 CFR § 450.334 (a)(3)) require MPOs to self-certify that "the planning process is being carried out in accordance with

all applicable requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d-1) and 49 CFR part 21”.

Environmental Justice Executive Order (E.O.) 12898, issued February 11, 1994, provides that “each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations...”. In compliance with this Executive Order, USDOT’s order on EJ was issued April 15, 1997. Furthermore, FHWA issued order number 6640.23 on December 2, 1998, entitled “FHWA Actions to Address EJ in Minority Populations and Low-Income Populations”, to establish policies and procedures for FHWA to use in complying with E.O. 12898. FTA Circular 4703.1, EJ Policy Guidance for FTA recipients was published August 15, 2012.

Planning regulations 23 CFR § 450.316 (a)(1)(vii) require that the needs of those “traditionally underserved” by existing transportation systems – such as low-income and/or minority households that may face challenges accessing employment and other services – be sought out and considered.

Limited English Proficiency E.O. 13166, issued August 11, 2000, directs federal agencies to evaluate services provided to Limited English Proficient (LEP) persons and implements a system that ensures LEP persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Other requirements related to this section are included in 23 CFR § 450.322 (f)(7) and (g)(1)(2), and 23 CFR § 450.324 (b).

Review Finding:

SCAG’s public participation plan (PPP) guides the public involvement process and 3C planning process among stakeholders to ensure ongoing opportunity for broad-based participation in development and review of regional transportation plans and programs. SCAG consulted with a broad range of interested parties – involving outreach to cities and counties, CTCs, sub-regional organizations, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, pedestrian walkways, and bicycle facilities, environmental groups, etc. – to develop public participation plan goals, strategies, procedures, and techniques. SCAG’s PPP was last updated and adopted on April 3, 2014, which resulted from the consultation and evaluation process. This document is available at: <http://scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>.

SCAG employs visualization techniques as a strategy to better describe plans, programs, and products to a variety of stakeholders via traditional mechanisms like PowerPoint presentations, fact sheets, and electronic newsletters. Monthly RC meetings are

broadcast using streaming video with archives made available. Interactive maps are made available on a variety of subjects – e.g. renewable energy fueling/charging stations, electricity generation facilities, etc.

SCAG's EJ program includes two main elements: technical analysis and public outreach. SCAG's role is to ensure when transportation decisions are made that low-income and minority communities have ample opportunity to participate in the decision-making process and that they receive an equitable distribution of benefits without a disproportionate share of burdens. In result, SCAG's RTP includes a robust EJ report that assesses impacts of EJ population groups – and provides a set of measures for potential mitigation of adverse impacts. Many of the EJ benchmarks, measures, and criteria were developed and adopted following public and stakeholder outreach, comment, and input.

SCAG's public participation, visualization, Title VI/EJ, and Tribal Government responsibilities meet all applicable legislative requirements.

Other Comments:

SCAG does well with Native American Tribal Government communications and is encouraged to utilize the National Rural Transportation Assistance Program (www.nationalrtap.org) to obtain resources for Native American Tribal Governments.

RTP

Basic Requirement: In accordance with 23 CFR § 450.322 (a), "The metropolitan transportation planning process shall include development of a transportation plan that addresses at least a 20-year planning horizon...the transportation plan shall include both long-range and short-range strategies/actions that lead to development of a multi-modal transportation system to facilitate the safe and efficient movement of people and goods to address current and future transportation demand".

Review Finding:

SCAG's most recent RTP was developed through extensive outreach that involved workshops and meetings with many interested public and private sector parties, academia, and other stakeholders including bicycle users and advocates, citizens, environmental groups, freight shippers and service providers, ethnic and minority groups, non-profit organizations, etc. Various SCAG policy and technical committees and subcommittees guided development of RTP goals, objectives, performance measures, project prioritization, environmental mitigation, air quality conformity and timely implementation of TCMs, cost revenue estimates, and operations and management. Active transportation solutions to help address public health issues and greenhouse gas reductions were given a great interest, and EJ was a key concern through development.

SCAG's RTP was found to meet CFR and all other applicable requirements, and the public outreach efforts performed to reach 2012 RTP adoption have been identified as a best practice that others may embrace – viewable in detail at: http://rtpscs.scag.ca.gov/documents/2012/final/sr/2012fRTP_PublicParticipation.pdf, pp. 1 -17.

Other Comments:

MAP-21 is the current transportation legislation in effect. SCAG is encouraged to view the examples as follows toward continued implementation of MAP-21 requirements:

1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO_Performance_Mgt_06-13.pdf
2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm

As a resource for building SCAG's technical planning expertise, SCAG is recommended to visit USDOT's Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: <http://planning.dot.gov/events.asp>.

Project Selection and Monitoring, and Program Delivery

Basic Requirement: After a FTIP meets requirements of 23 CFR § 450.324, MPOs must develop an "agreed to" list of projects for project selection purposes (23 CFR § 450.330). Nonattainment and maintenance areas must give selection priority to TCMs. Zero additional project selection thereafter is required to proceed unless appropriated Federal funds available to the MPA are significantly less than authorized amounts or where there is significant shifting of projects between years. In areas designated as TMAs, all funding shall be selected by the MPO in consultation with the state and public transit operators.

Review Finding:

The process for a project to receive federal and state funds follows a "bottom up" process and begins at the CTC level where projects are nominated by local jurisdictions and selected by counties. CTCs develop criteria consistent with the RTP to determine projects that best enhance the transportation network to address regional goals of improving mobility and promoting sustainability. Expedited project selection procedures are in place, and utilized as needed.

SCAG monitors timely completion of projects through the Federal Transportation Improvement Program (FTIP) database that CTCs are required to update, and project status discussions are frequently facilitated. SCAG's FTIP database may be viewed at: <http://webapp.scag.ca.gov/tip/login.aspx>.

SCAG works in consultation with the state and CTCs to develop the annual listing of obligated projects, which is accessible at: <http://ftip.scag.ca.gov/Pages/default.aspx>. SCAG's project selection and monitoring, and program delivery practices meet all related requirements.

Other Comments:

SCAG is recommended to stay tuned as to notices of discretionary funding opportunities and encouraged to compete where they may receive award to further facilitate transportation planning efforts. Also, to effectively engage planning partners of non-urbanized areas into decision-making processes – SCAG is encouraged to review “Transit at the Table III”, viewable at: http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf.

OWP, Planning Factors, Planning Studies, and Self-Certification

Basic Requirement: MPOs are required to develop OWPs in TMAs in cooperation with State and public transit agencies that include all required elements, e.g. planning factors and planning studies, to govern work programs for expenditure of FHWA and FTA planning and research funds (23 CFR §§ 450.306, 450.308, 450.318).

Metropolitan planning process self-certification is required at least once every four years (23 CFR § 450.334). States and MPOs shall certify to FHWA and FTA that planning processes address major issues facing the area conducted in accordance with applicable requirements of 23 CFR § 450.300, and:

- 23 U.S.C. § 134 and 49 U.S.C. § 5303 and Sections 174 and 176(c) and (d) of the Clean Air Act (as applicable)
- Title VI of the Civil Rights Act of 1964
- 49 U.S.C. § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- Section 1101(b) of the Safe Accountable Flexible Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and 49 CFR Part 26, regarding involvement of disadvantaged business enterprises (DBE) in USDOT-funded planning projects
- 23 CFR § 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- Americans with Disabilities Act (ADA) and USDOT regulations governing transportation for people with disabilities (49 CFR Parts 27, 37, and 38).
- Older Americans Act as amended, prohibiting discrimination on the basis of age (Section 324 of Title 23 U.S.C.), regarding the prohibition of discrimination based on gender
- Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities

- All other applicable provisions of Federal law (e.g. while short of specific note in self-certification, the prohibited use of Federal funds for “lobbying” still applies and should be covered in all grant agreement documents (see 23 CFR § 630.112).

Review Finding:

SCAG’s OWP is produced collaboratively with CTCs, air quality districts, the state, and USDOT. Following SCAG RC approval the OWP is released for public review and comment, circulated in accordance with procedures outlined in SCAG’s PPP. All comments are considered and addressed in the final OWP prior to being forwarded for state and federal approval.

SCAG’s OWP includes regionally significant planning projects and studies funded through the Consolidated Planning Grant (CPG), as well as those projects funded with sources outside of the CPG. OWP tasks and products are linked to federal and state planning requirements, planning factors, and USDOT established planning emphasis areas (PEA).

SCAG strives to ensure the metropolitan transportation planning process is performed in accordance with all applicable federal and state requirements. Following RC approval of the OWP, SCAG’s Executive Director and Chief Counsel – for SCAG – declares compliance with all laws and regulations.

Transportation Planning Safety and Security

Basic Requirement: 49 U.S.C. § 5303 requires MPOs to consider safety as one of the eight planning factors, and as stated in 23 CFR § 450.306 – the metropolitan transportation planning process must provide for consideration and implementation of projects, strategies, and services that will increase transportation system safety for motorized and non-motorized users.

Federal legislation has separated security as a stand-alone element of the planning process (both for metropolitan planning (23 CFR § 450.306 (a)(3), and statewide planning (23 CFR § 450.206 (a)(3)). Regulations also state that the degree and consideration of security should be based on the scale and complexity of many different local issues.

Review Finding:

Safety is a SCAG priority and this message is conveyed to all SCAG region implementing agencies. SCAG’s RTP incorporates safety performance measures to assess safety investment performance, and SCAG is engaged with Caltrans to ensure the Strategic Highway Safety Plan (SHSP) is integrated into regional transportation planning processes. SCAG’s RTP also incorporates transportation safety and security goals, objectives, and policies, which were developed through a collaborative and cooperative process involving and engaging key stakeholder agencies. SCAG’s RTP transportation

safety and security details may be viewed
at: <http://www.scagrtip.net/MediaViewer/10938?print=true>.

All safety and security requirement met via SCAG's relevant procedures.

Other Comments:

As SCAG stays up to date with Caltrans' SHSP work, for continued collaborations it is encouraged that SCAG keep an eye out for the SHSP update process and to actively participate in interagency consultation to communicate regional priorities.

To continue to meet transportation security requirements, SCAG is encouraged to refer to the National Cooperative Highway Research Program (NCHRP) resource at:
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf.

CMP

Basic Requirement: The State and MPO must develop a systematic approach for managing congestion through a process that "provides for safe and effective integrated management and operation of the multimodal transportation system. The CMP applies to TMAs based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies" (23 CFR § 450.320 (a)).

Review Finding:

Each of the CMP corrective actions from the 2010 certification review were determined adequately addressed, as shown in Table 2 earlier in this report. SCAG's CMP is integrated into the metropolitan planning process, which is evident in the RTP. Since SCAG's region consistently ranks as the most congested in the nation, congestion management factors into RTP visions, goals, performance measures, and investment strategies with mobility being a key principle.

SCAG's CMP was developed in accord with the 8-step CMP approach. Interagency consultation and public involvement processes were performed in CMP development. SCAG's regional travel demand model is the primary technical tool that identifies CMP congestion, and the two demonstrate overall consistency. SCAG's CMP was developed to meet CFR requirements, the FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of fully eliminating the \$50M threshold on projects running through the CMP from the process.

Travel Demand Forecasting and Modeling

Basic Requirement: Pursuant 23 CFR § 450.322, a RTP requires valid forecasts of future demand for transportation services, which are frequently made using travel demand models that allocate estimates of regional population, employment, and land use to person-trips and vehicle-trips by travel mode, route, and time period. Outputs of travel

demand models are used to estimate regional vehicle activity for use in motor vehicle emission models for transportation conformity determinations in nonattainment and maintenance areas, and to evaluate the impacts of alternative transportation investments being considered in the RTP.

Review Finding:

SCAG's forecasting and analysis models are currently undergoing major updates, and the regional activity-based model is intended to replace the current trip-based model. SCAG's activity-based model will offer improved analytical capabilities for a more expansive detailed range of transportation alternatives.

Development of small area population and employment projects for nearly 200 local jurisdictions presents unique challenges. In consequence, SCAG has undergone a reorganization more closely aligned to travel and demographic forecasters where particular attention is given to age cohorts – e.g. millennial and older populations – that may have unique preferences that travel models must account for. SCAG is currently evaluating locational choice and auto-ownership behavior of millennial populations and actively working across 15 sub-regions and 190 districts to develop, coordinate, and review local growth policies and projections.

SCAG implements a “state of the art” travel model, and the addition of experienced Parsons Brinckerhoff consultant staff should increase the likelihood that models will be available in time to support the next RTP update. A parallel technical support track for the enhanced trip-based model will ensure that local jurisdictions continue to have access to reliable forecasting methods for planning and project development activities.

SCAG's travel demand forecasting and modeling processes meet all relevant requirements.

Other Comments:

To enable a more complete assessment of operational strategies in corridor plans and for a foundation to build stronger ties between planning and operations, SCAG is encouraged to explore the potential for dynamic traffic assignment (DTA) models. For demonstrated detail afforded by new methods and for verification of information produced by models, SCAG is encouraged to conduct validation comparisons – similar to those conducted by the Metropolitan Transportation Commission (MTC) in Northern California.

Freight and Goods Movement Planning

Basic Requirement: 23 U.S.C. § 134 (a) and 23 CFR §§ 450.306(4), 450.316(a)(b), 450.104 of the metropolitan transportation planning section indicates: “It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development

within and between states and urbanized areas while minimizing transportation related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and to encourage continued improvement and evolution of metropolitan and statewide transportation planning processes by MPOs, State departments of transportation (DOT), and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d) of 23 U.S.C”.

Review Finding:

SCAG’s region is a critical link in freight and goods movement nationally, and SCAG’s RTP reflects and accounts for issues and strategies as such, which may be viewed at: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012RTP_GoodsMovement.pdf. SCAG’s other transportation planning products integrate freight and goods movement, e.g. the OWP, FTIP, etc. In parallel with RTP development, SCAG finalized its Comprehensive Regional Goods Movement Plan, and that document is viewable at: <http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf>. SCAG facilitates a steering committee that consists of railroads, ports, etc., and this group meets regularly to discuss how freight and goods movement projects may be accelerated. SCAG also leads the Southern California Goods Movement Working Group that includes regional partners such as CTCs, regional ports, and local cities.

SCAG’s processes meet all freight and goods movement planning requirements.

Other Comments:

In the case of discretionary funding availability, and with respect to the shared Mexican border, SCAG is encouraged to consider submission of a mega-region planning project on freight and goods movement in partnership with SANDAG. For more ideas and freight and goods movement input, SCAG is encouraged to check out the Georgia Statewide Freight and Logistics Plan – the 2012 Transportation Planning Excellence Award Winner: <https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3>. Also as an additional freight resource, SCAG’s recommended to view the Freight Professional Development Program at: <http://ops.fhwa.dot.gov/freight/fpd/>.

Management & Operations (M&O) and Intelligent Transportation Systems (ITS)

Basic Requirement: Federal statute 23 U.S.C. § 134 (h)(1)(G) requires the metropolitan planning process to include consideration of projects and strategies that promote efficient system management and operation. 23 U.S.C. § 134 (i)(2)(D) provides the basis for 23 CFR § 450.322 (f)(3) that specifies operational and management strategies must improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. The RTP financial plan (23 CFR § 450.322 (f)(10)(i)) and FTIP financial plan (23 CFR § 450.324 (h)) are required to contain system-level estimates of costs and revenue sources reasonably

expected available to adequately operate and maintain Federal-aid highways and public transportation.

FHWA's Final Rule and FTA Policy on ITS Architecture and Standards, issued January 8, 2001 and codified under 23 CFR Part 940 – ITS Architecture and Standards, requires all ITS projects funded by the Highway Trust Fund and Mass Transit Account to conform with national ITS architecture and USDOT-adopted ITS standards. 23 CFR § 940 states that:

- Regions and MPOs implementing ITS projects yet to advance final design prior April 8, 2005 must have a regional ITS architecture in place. All other regions and MPOs without ITS project implementations must develop a regional ITS architecture within four years their first ITS project advances to final design.
- All ITS projects funded by the Highway Trust Fund (including the Mass Transit Account) must be consistent with 23 CFR § 940 provisions – regardless whether a stand-alone or non-ITS combined project.
- Major ITS projects should move forward based on project-level architecture that clearly reflects consistency with the national ITS architecture.
- All projects shall be developed using a systems engineering process.
- Projects must use USDOT-adopted ITS standards (as appropriate).
- Compliance with the regional ITS architecture will be in accordance with USDOT oversight and Federal-aid procedures, similar to non-ITS projects.

Review Finding:

SCAG advocates a system management approach to improving the region's transportation system, which integrates an approach based on comprehensive system monitoring and evaluation and use of performance measurements to ensure the best-performing projects and strategies are integrated into SCAG's RTP. SCAG collects M&O data from a variety of sources – e.g. via Caltrans' Performance Measurement System (PeMS). SCAG informs elected officials and the public on M&O goal and objective progress through the Transportation Committee (TC) and Transportation Working Group (TWG), where also additional coordination of M&O and ITS activities are discussed.

SCAG's ITS Regional Architecture is the regional planning tool for ensuring a cooperative process to prioritize and deploy ITS technologies, and for identifying critical data connections between institutional stakeholders. SCAG's ITS Regional Architecture is integrated into the transportation planning process, and may be viewed at: <http://scag.ca.gov/programs/Pages/IntelligentTransportation.aspx>.

SCAG's M&O and ITS practices meet all regulatory requirements.

Consultant Selection and Procurement

Basic Requirement: 49 CFR Part 18 covers uniform administrative requirements for grants and cooperative agreements to state and local governments while 23 CFR § 172

gives specifics on conditions to administer engineering and design related service contracts and methods of procurement, with procedures focused on competitive negotiation, small purchases, noncompetitive negotiation, and approvals. FHWA's Auditing Transportation Programs Internal Controls Guidance Appendix C provides a checklist that details how to control the environment and activity, and how to appropriately assess risks in facilitation of consultant selection and procurement procedures.

Review Finding:

Focus was placed on discussing SCAG's Procurement Policy and Procedures Manual governing purchasing and procurement, and on non-Architecture and Engineering (A&E) consultant services. SCAG has never been audited on their procurement procedures, yet with an organizational interest to stay abreast with the most current procedures USDOT provided an Audits and Investigations contact. Overall, SCAG's procurement procedures were found comprehensive and in general conformance to Federal regulations and internal control standards.

Other Comments:

SCAG is able to provide greater assurance of conformance with Federal requirements and strengthened internal controls through update revision of its Procurement Policy and Procedures Manual, and providing USDOT a copy for review. Specifics to incorporate into the update include: related statement of compliance with federal/state regulations for prime and sub-consultant costs, including adequate financial system requirements; appropriate language related to records retention; and, information that clearly defines the term "noncompetitive procurement". SCAG's also encouraged to visit "ProcurementPro", to ensure appropriate federal clauses are included in all types of federal procurements at the following link: <http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx>.

Conclusion

The outcome of this review is a determination whereby FHWA and FTA jointly certify that SCAG's planning process meets the requirements of 23 CFR § 450, and all other applicable legislation. SCAG is commended for its public outreach engagements and strong collaboration with regional partner agencies in development of transportation solutions and delivery of technical competencies. We wish to thank SCAG's staff for its tremendous assistance and cooperation in making the certification review informative, productive, and a positive exchange of frank discussions between the Federal review team, SCAG staff, State, local elected, transit operator, and Native American Tribal Government officials.

Appendix A

Certification Review Participants

Michael Morris	Federal Highway Administration, California Division
Ted Matley	Federal Transit Administration, Region IX
Rick Backlund	Federal Highway Administration, California Division
Jack Lord	Federal Highway Administration, California Division
Lance Yokota	Federal Highway Administration, California Division
Jesse Glazer	Federal Highway Administration, California Division
Veneshia Smith	Federal Highway Administration, California Division
David Cohen	Federal Highway Administration, California Division
Brenda Pérez	Federal Highway Administration, California Division
Eric Pihl	FHWA, Resource Center (Lakewood)
Brian Betlyon	FHWA, Resource Center (Baltimore)
Connie Yew	FHWA, Headquarters
Ray Tellis	Federal Transit Administration, LA Metro
Charlene Lee Lorenzo	Federal Transit Administration, LA Metro
Jonathan Klein	Federal Transit Administration, LA Metro
Mary Nguyen	Federal Transit Administration, LA Metro
Tomika Monterville	Federal Transit Administration, Headquarters
Rebecca Sanchez	California Department of Transportation, District 7
Hasan Ikhata	Southern California Association of Governments
Sharon Neely	Southern California Association of Governments
Debbie Dillon	Southern California Association of Governments
Rich Macias	Southern California Association of Governments
Huasha Liu	Southern California Association of Governments
Joann Africa	Southern California Association of Governments
Naresh Amatyia	Southern California Association of Governments
Mark Butala	Southern California Association of Governments
Bernice Villanueva	Southern California Association of Governments
Frank Wen	Southern California Association of Governments
Jonathan Nadler	Southern California Association of Governments
Jacob Lieb	Southern California Association of Governments
Annie Nam	Southern California Association of Governments
Philip Law	Southern California Association of Governments
Pablo Gutierrez	Southern California Association of Governments
Leyton Morgan	Southern California Association of Governments
Catherine Kirschbaum	Southern California Association of Governments
Mervin Acebo	Southern California Association of Governments
Kimberly Clark	Southern California Association of Governments
Jeff Liu	Southern California Association of Governments

Appendix B

SCAG's Address of 2010 Certification Review Corrective Actions

CORRECTIVE ACTION

1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local CMA to produce an updated local program that provides the data and input necessary to maintain the integrity of the regional CMP. (23 CFR 450.322)
SCAG worked with the Los Angeles County Metropolitan Transportation Authority to ensure their county CMP was updated in a timely manner resulting in adoption of the updated County CMP in October 2010 by the Los Angeles County Metropolitan Transportation Authority Board. Subsequently, SCAG incorporated this update into its 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and regional CMP efforts. SCAG is continuing to work the Los Angeles County Metropolitan Transportation Authority as it updates its county CMP to ensure appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.
2. The SCAG staff shall consider the formulation of a non-recurring congestion, system-level performance measure to add to the existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the "Congestion Management Strategy" section of the next LRP document. (23 CFR 450.322 (c)(4,6))
SCAG's 2012-2035 RTP/SCS includes a new performance indicator for non-recurrent highway congestion. Based on data from Caltrans' freeway PeMS, SCAG estimates that approximately 45 percent of freeway congestion is estimated to be non-recurrent. Non-recurrent congestion and strategies to manage this congestion are discussed in further detail in the Congestion Management Strategy technical report. The 2012-2035 RTP/SCS complete report, along with technical appendices, are available at: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>.
3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR 450.322(a))
SCAG worked cooperatively with the Imperial County Transportation Commission (ICTC) to update the Imperial County 2012 Transportation Plan to address congestion management. The updated County Plan includes a congestion management element and also addresses transit, goods movement, and land use. County Plan strategies were subsequently incorporated into SCAG's 2012-2035 RTP/SCS and regional CMP update. SCAG will continue its cooperative efforts with ICTC to ensure that the appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.

4. As portions of the SCAG region are classified as a nonattainment area for meeting the federal ozone, PM10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g., TDM, operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR 450.322(e))
SCAG has developed and implemented procedures with respect to the development of the FTIP to enhance documentation of alternative strategies selected for implementation in major corridors where significant capacity additions are planned or programmed. These procedures are documented in the FTIP Guidelines published biennially by SCAG to guide the development of the FTIP. As part of these procedures, project sponsors must identify and document the travel demand reduction and operational management strategies that have been incorporated into the project to address the CMP requirements. The 2013 FTIP Guidelines are available at: <http://ftip.scag.ca.gov/Pages/2013/adopted.aspx>.

Appendix C

Interviewed Local Elected, Transit Operator, and Native American Tribal Government Officials

Elected Officials

Honorable Pam O'Connor, SCAG Past President, Councilmember, City of Santa Monica

Honorable Cheryl Viegas-Walker, SCAG 2nd Vice President, Councilmember, City of El Centro

Honorable Greg Pettis, SCAG President, Councilmember, City of Cathedral City

Transit Operators

Julie Austin, Executive Director, Antelope Valley Transit Authority

Wayne Wassell, Transportation Planning Manager – Service Planning and Scheduling, Los Angeles Metro; and, SCAG Transit Technical Advisory Committee Chair

Brad McAllester, Executive Officer – Long Range Planning, Los Angeles Metro

Anna Rahtz, Acting Director of Planning, Omnitrans

Jeremiah Braynt, Planning and Scheduling Manager, Omnitrans

Native American Tribal Government Official

Honorable Andrew Masiel, Sr., Councilmember, Tribal Representative: Pechanga Band of Luiseno Indians

Appendix D

Public Meeting Notice

Public listening session notices were posted to SCAG's website on January 14, 2014, viewable at:

<http://newsletter.scag.ca.gov/scagupdate/011414.htm>.

Notification of USDOT's public listening session additionally was disseminated according to SCAG's PPP procedures.

Appendix E

Certification Review Concurrence and Closure

From: Rich Macias
To: Morris, Michael (FHWA)
Cc: Joann Africa; Chidsey, Darin
Subject: RE: 2014 SCAG Certification Review Draft Report
Date: Wednesday, August 06, 2014 2:36:41 PM

Thank you Michael, we have completed our review of your final draft document and are in concurrence with the edits made per our comments. Thank you for the opportunity, we look forward to continuing to work with you as we pursue out 2015 FTIP, and 2016 RTP/SCS.

From: Morris, Michael (FHWA)
Sent: Tuesday, July 22, 2014 2:03 PM
To: Hasan Ikhata (IKHRATA@scag.ca.gov); Sharon Neely (neely@scag.ca.gov); 'dchidsey@scag.ca.gov'; 'Garth.Hopkins@dot.ca.gov' (Garth.Hopkins@dot.ca.gov); Erin Thompson (erin.thompson@dot.ca.gov); 'muhaned_aljabiry@dot.ca.gov' (muhaned_aljabiry@dot.ca.gov); Abhijit Bagde (abhijit.bagde@dot.ca.gov); 'OConnor.Karina@epamail.epa.gov' (OConnor.Karina@epamail.epa.gov)
Cc: Matley, Ted (FTA); Sukys, Raymond (FTA); Pihl, Eric (FHWA); Betlyon, Brian (FHWA); Backlund, Richard (FHWA); Hannon, Jermaine (FHWA); Lord, Jack (FHWA); Yokota, Lance (FHWA); Glazer, Jesse (FHWA); Smith, Veneshia (FHWA); Cohen, David (FHWA)
Subject: 2014 SCAG Certification Review Draft Report
Importance: High

Hi All,

First, I'd like to thank you all for your partnership to complete SCAG's 2014 Federal Certification Review desk audit and site visit. Please find attached the resulting draft report. Please review the document and respond with any comments, additions, corrections, etc. by **COB, Tuesday July 29th**. Very soon thereafter, the report will be moved on for finalization.

If you should have any questions, please feel free to contact me. Thanks again!

Regards,

Michael Morris Jr.

Michael Morris Jr.
Southern CA Transportation Planner
FHWA Cal-South
888 S. Figueroa Street, Suite 750
Los Angeles, CA 90017
Phone: (213) 894-4014
Fax: (213) 894-6185

This Page Intentionally Left Blank


REPORT

DATE: September 11, 2014

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, 213-236-1838,
liu@scag.ca.gov

SUBJECT: Annual “Walk To School Day” and the Success of Riverside County’s Safe Routes to School Program

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION FOR TC:

For Information Only - No Action Required.

RECOMMENDED ACTION FOR EEC; CEHD; EAC; AND RC:

Receive and File.

EXECUTIVE SUMMARY:

October 8, 2014, is International Walk to School Day, a global event that involves communities from more than 40 countries walking and biking to school. Started in 1997, the one-day annual event has become part of a movement for year-round safe routes to school and is celebrated each October. Marsie Huling, Riverside County Department of Public Health, Safe Routes to School Program, will present on the success of the county’s program in changing student travel behavior and walk to school day plans for Riverside County to the Transportation Committee.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective *a* (Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans).

BACKGROUND:

In 2012, the SCAG General Assembly took action to develop a Regional Safe Routes to School Plan aimed at providing a regional strategy to make walking and bicycling to and from school safer by expanding on existing regional efforts. The 2012 RTP/SCS includes Active Transportation Goal number 3.1: Adoption of a Safe Routes to School Policy. The item is being presented to inform Regional Councilmembers of this year’s “Walk to School Day” which is scheduled on October 8, 2014 and to present the efforts of the Riverside County Department of Public Health related to Safe Routes to School.

Many communities in the SCAG region will be developing and implementing Safe Routes to School Programs as the result of the recent grant awards made through the Active Transportation Program.

REPORT

Twenty-six grants were awarded to agencies in the SCAG region through the state portion of the Active Transportation Program (ATP) to support the implementation of Safe Routes to School. More projects will be funded through the regional portion of the ATP, which will be recommended to the Regional Council for approval on October 2, 2014.

“Walk to School Day” is an event designed to promote Safe Routes to School and started in the United States to build awareness for the need for communities to be safe and walkable. Many schools in the SCAG region already participate in the event and participation continues to grow each year. Started in 1997, the one-day event is organized by the Partnership for a Walkable America, Walk to School Day in the USA that is aimed at building awareness for the need for walkable communities. In 2000, the event became known internationally when the United Kingdom, Canada and the USA joined together for the first International Walk to School Day. Over time, Walk to School Day has become the signature event used by communities to jump-start their year-round safe routes to school programs. Today, thousands of schools across America and in more than 40 countries worldwide celebrate walking to school every October. In 2013, 539 Walk to School Day events were registered in California alone. To register a school in your community for this year’s Walk to School Day, please visit: <http://walkbiketoschool.org/>.

The Riverside Department of Public Health has been a leader in advancing Safe Routes to School efforts in Riverside County. Since 2008, the Department of Public Health has partnered with city and county public works departments to secure more than \$2.5 million in infrastructure and non-infrastructure Safe Routes to School funding. The program leveraged thousands of dollars in donations, staff time, and contributions from private and public sector organizations, volunteers and community organizations. Leveraging resources has enabled the Riverside Department of Public Health’s SRTS program to promote services beyond its initial scope of work. Marsie Huling will present on the success of the county’s Program in changing student travel behavior and walk to school day plans for Riverside County.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENTS:

1. Report: Walk to School Day 2013 – Another year, and yes! Another record:
http://walkbiketoschool.org/sites/default/files/WTSD_Report_2013.pdf
2. Report: Safe Routes to School Success Story – Riverside, CA
http://www.casaferoutestoschool.org/wp-content/uploads/2011/05/SRTS-Success-Story_Riverside_10-8-2012.pdf

WALK TO SCHOOL DAY

2013

Attachment 1

ANOTHER YEAR, AND YES! ANOTHER RECORD

From all 50 states, the District of Columbia and Puerto Rico, 4,447 schools registered for Walk to School Day this year, making it another record-breaking year for participation.

Schools and communities are bringing a level of excitement and commitment to the event that founders could have only dreamed of back in 1997 when the event began with a single school. Walk to School Day started in the US to build awareness for the need for communities to be safe and walkable. In 2000, the event became International Walk to School Day when the UK, Canada and the US joined together for the first time. Today, thousands of schools across America and more than 40 countries celebrate walking to school every October.

The continued support for Walk to School Day proves that this celebration has evolved into an important tradition for schools and communities around the country. At the same time, the support continues to grow, with new events making up 44% of this year's count.

Communities have many reasons why they celebrate Walk to School Day. Three reasons rise to the top:

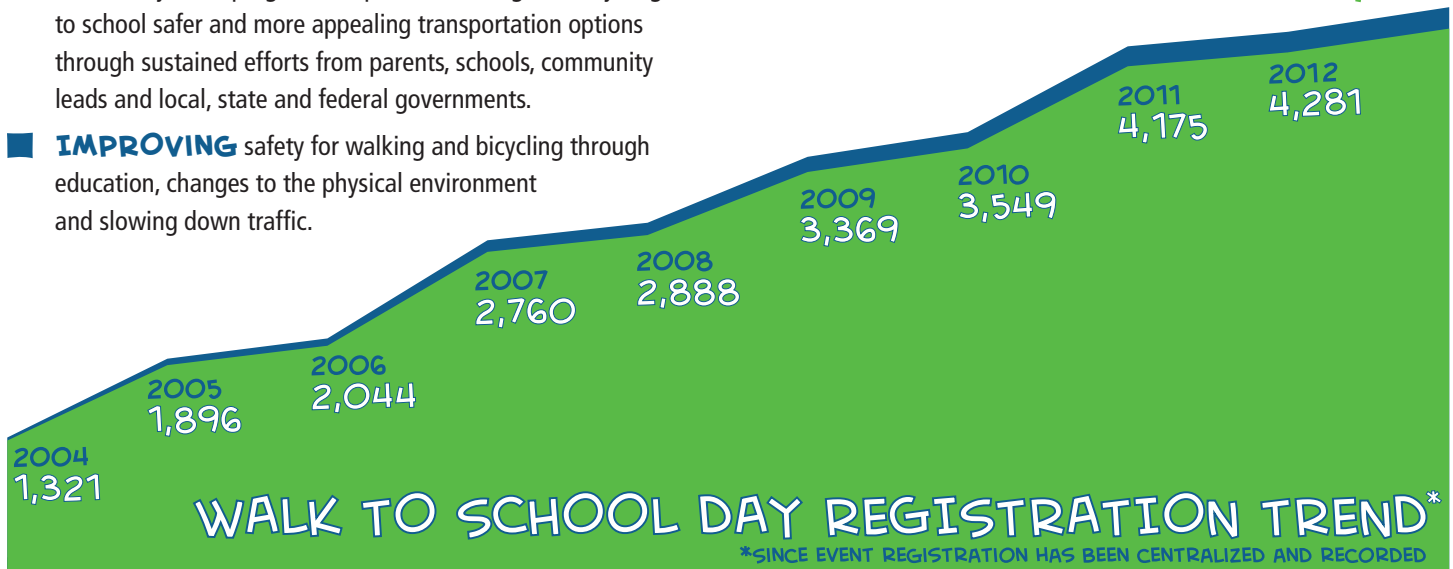
- **INCREASING** physical activity. Walking and bicycling are great ways to foster a healthy lifestyle for students and families.
- **SUPPORTING** a Safe Routes to School program in your community. SRTS programs help make walking and bicycling to school safer and more appealing transportation options through sustained efforts from parents, schools, community leads and local, state and federal governments.
- **IMPROVING** safety for walking and bicycling through education, changes to the physical environment and slowing down traffic.



“This was the 9th Walk to School Day event for this school. The students are so practiced... it practically runs itself... The kids look forward to these events in the fall and in the spring.”

— NAMPA, ID

2013
4,447





We realized that it was not just about being healthy and safe, it was a day of building school spirit...
It was a great display of pride.

- HOLYOKE, CO



In ten years, communities held more than

31,000 EVENTS

nationwide for Walk to School Day.
In that same time period, nearly
17,500 different schools in more than
4,500 different cities held
Walk to School Day events.



This was our first year
participating in the event.

Everyone was enthusiastic and felt a
great sense of pride walking together
as a team and representing
our school in the Walk to
School Day event.

- SARASOTA, FL



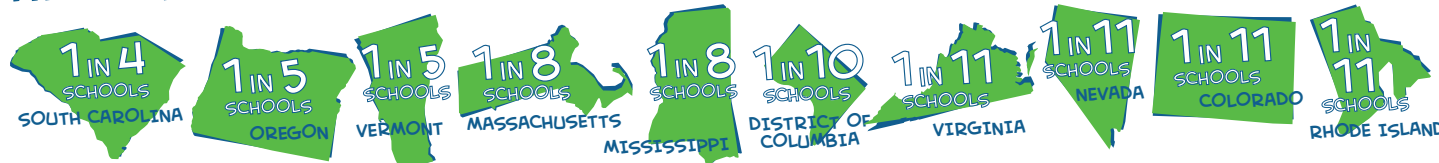
STATE STAND-OUTS

The fact that every state had at least one registered Walk to School Day event is outstanding. This year marks the 12th consecutive Walk to School Day with a 100-percent participation rate among states. Nationally, an estimated 5% of elementary and middle schools* registered an event this year. Some states recorded exceptional participation with 27 states beating their registration totals from last year and 17 states setting all time event registration highs.

States with more schools would be expected to have more events. In order to level the playing field between smaller states and bigger states, a Walk to School Day participation rate was calculated to compare states. In other words, for each state, the total number of events is divided by the total number of public and private elementary and middle schools, where the vast majority of events take place.

*Based on data from the National Center for Education Statistics (NCES) for "schools beginning with grade 6 or below and having no grade higher than 8." The number of public schools derives from the Public Elementary/Secondary School Universe Survey (current as of the 2011-2012 school year) and the number of private schools derives from the Private School Universe Survey (current as of the 2011-2012 school year). Go to <http://nces.ed.gov/ccd/elsi/> for more information.

HIGHEST REGISTRATION RATES



PHOENIX, AZ

CATALYST FOR CHANGE

Walk to School events have a track record for leading to policy and engineering changes that help make it safer and more convenient to walk to school every day. In 2013, sixty-six percent of event organizers indicated that their event had an impact on making a policy or engineering change.

TOP THREE POLICY OR ENGINEERING CHANGES

These are the kinds of changes that make walking and bicycling to school possible on a daily basis; not just for an event.

21% OF EVENTS LED TO THE ADDITION OF WALKING/BICYCLING PROMOTION TO EXISTING SCHOOL POLICIES (SUCH AS A SCHOOL WELLNESS POLICY)

20% LED TO THE ADDITION OF REQUIRED SAFETY EDUCATION

17% LED TO THE INCREASED TRAFFIC ENFORCEMENT NEAR THE SCHOOL

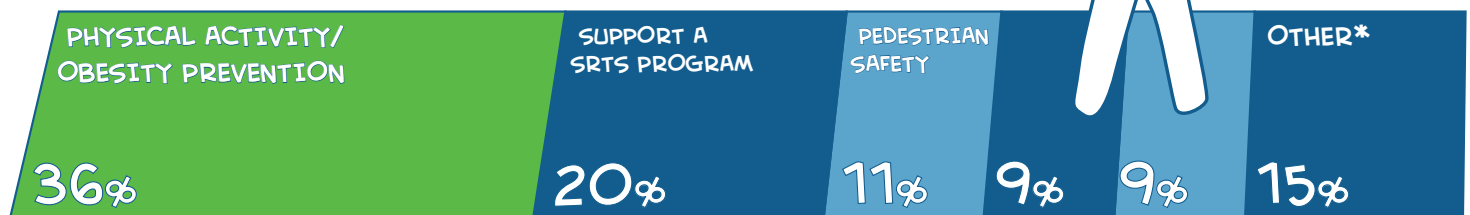


54 PERCENT of registered events are part of ongoing walking or bicycling to school promotional activities conducted throughout the year.

“Our school is located in a very distressed neighborhood that has the highest crime rates in the city...This Walk to School initiative is not only seen as a way to improve health of students... but is also a community safety initiative. Family and community members feel empowered by being able to create a safe environment for students to walk to school.”
— PITTSBURGH, PA

WHY WALK IN 2013

For the 10th straight year, event organizers most often said “physical activity/obesity prevention” was the main reason for holding a Walk to School Day event. An active lifestyle continues to be a primary focus for schools and communities. At the same time, it is plain to see there are a variety of reasons that communities care about walking to school.



*“Other” includes: Air pollution or a concern for the environment; time for families to be together; traffic congestion; international aspect of the event; and other factors

INCREASING SCHOOL SPIRIT
BUILDING A SENSE OF NEIGHBORHOOD

FOR ADDITIONAL INFORMATION, VISIT WWW.WALKBIKETOSCHOOL.ORG

SafeRoutes
National Center for Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

Prepared by the National Center for Safe Routes to School with support from the Federal Highway Administration. Sources for this report: Walk to School event registration (<http://www.walkbiketoschool.org/go/register-your-event>), Walk to School organizer surveys and Walk to School organizer photos.

SAFE ROUTES TO SCHOOL SUCCESS STORY



33%

reduction in pedestrian collisions
between 2009 and 2010

48

schools benefitted from
Safe Routes to School
infrastructure improvements

213

intersections within a ½ mile
of schools retrofitted with
upgraded pedestrian signals

1,500

pedestrian signals with visual
and vocal count down timers
installed throughout the city

August 2012

California Safe Routes to School Technical
Assistance Resource Center, a program of
California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

Riverside, California

CALTRANS DISTRICT 8, RIVERSIDE COUNTY

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in 1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.^{1,2}

Concerns about traffic safety are often cited as one of the main reasons children do not walk or bicycle to school.³ And for good reason, as in 2010 alone, over 21,000 California school children were sent to an emergency department and over 1,500 were hospitalized due to pedestrian or bicycle injuries.⁴

Creating safe opportunities for walking and bicycling is critical to improving the safety of young pedestrians and bicyclists and to reducing overweight and obesity among California's youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk and bicycle to school through education and encouragement programs, enhanced enforcement, engineering improvements, and strong program evaluation.

PROGRAM SUMMARY

The City of Riverside received a SRTS state Cycle 7 Infrastructure award for \$150,000 to upgrade pedestrian signals with visual and vocal count down timers at 213 intersections located within a ½ mile of 48 school sites.

Traffic engineers targeted these signals for retrofitting because their proximity to schools increased the likelihood of pedestrian use by students, teachers, and parents. Choosing these locations also provided the greatest investment in pedestrian safety.

This project was turned around quickly. By summer 2010, all 1,500 pedestrian signals at the 213 intersections near schools were upgraded.





SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

City of Riverside,
Traffic Engineering Department

Location

Riverside, Riverside County
Caltrans District 8
CA Assembly District 63
CA Senate District 31

Funding

State SRTS Infrastructure – Cycle 7

Participating Schools

48 schools in the City of Riverside

Contact

Steve Libring, City Traffic Engineer
Traffic Engineering Department
City of Riverside
SLibring@riversideca.gov
(951) 826-5368
www.riversideca.gov/traffic

PROGRAM SUCCESSES

- **Decrease in Pedestrian Collisions:** Between 2009 and 2010, pedestrian collisions decreased by 33 percent.
- **Positive Feedback From the Community:** City staff continue to get positive feedback from parents, teachers, residents, and elected officials, who say walking and bicycling to school (and other destinations) is safer and more accessible as a result of the new pedestrian signals.
- **Makes it Easier for Crossing Guards to Keep Children Safe:** Crossing guards are especially pleased with the change because the signal now communicates the time available to cross the street with the children.
- **High Return on Investment:** The City Traffic Engineer said this project was “one of the best \$150,000 we spent in the City. Retrofitting the pedestrian signals provided a high benefit at a relatively low cost.”
- **Encouraged Additional Pedestrian Crossing Signal Upgrades:** As a result of the positive feedback from the community, the City decided to retrofit the remaining 147 intersections with upgraded pedestrian crossing signals. As of July 2012, all 360 pedestrian crossing signals were upgraded with a pedestrian count down.



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).

4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

The California Safe Routes to School Technical Assistance Resource Center is a program of California Active Communities, a joint Unit of the University of California San Francisco and the California Department of Public Health, and is funded through a statewide non-infrastructure SRTS award from the California Department of Transportation.

This Page Intentionally Left Blank

DATE: September 11, 2014

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Huasha Liu, Director of Land Use and Environmental Planning; 213-236-1838;
liu@scag.ca.gov

SUBJECT: Metropolitan Futures Initiative: Second Regional Progress Report 2014

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

John Hipp, PhD., Director, Metropolitan Futures Initiative; Professor, Department of Criminology, Law & Society, University of California, Irvine (UCI), will provide an overview of the Second Regional Progress Report prepared by UCI researchers. The report, using SCAG GIS data, presents the analysis of the changing land use in the region between 1993 and 2005. The sharing of SCAG information with UCI and learning from their analysis and report is one of several ways that SCAG collaborates with universities to address various regional planning issues.

STRATEGIC PLAN:

This item supports SCAG's Strategic Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide practical solutions for moving new ideas forward.

BACKGROUND:

The Metropolitan Futures Initiative (MFI) aims to develop an improved understanding of communities and their potential for integrative and collaborative planning and action to ensure a bright future for the region. With an initial focus on Orange County and its location within the Southern California area, MFI is a commitment to build communities that are economically vibrant, environmentally sustainable, and socially just by partnering Social Ecology's world class, boundary-crossing scholarship with expertise throughout Southern California. Specifically, the initiative aims to: (1) spark and sustain thinking about the connections among seemingly disparate community problems in order to develop more effective solutions; and (2) encourage moving beyond jurisdictional borders and encouraging stakeholders in communities to more effectively collaborate on issues of regional consequence.

The 2014 Southern California Regional Progress Report was prepared by researchers with the School of Social Ecology's Metropolitan Futures Initiative, which aims to build a base of knowledge to guide policymakers in improving the overall quality of life in the Southland. It is the second installment in a biennial series of Regional Progress Reports.

Three faculty members, six (6) graduate students and three (3) undergraduates collected data from 17 sources on the region's demographic, social and economic landscape. It allows for systematic statistical analyses at the county, city, neighborhood and street-block levels over a 20 year period: 1990-2012.

FISCAL IMPACT:

The fiscal impact of SCAG staff's review of the Second Regional Progress Report 2014 is nominal and included as part of the 2014-15 OWP Budget.

ATTACHMENT:

Metropolitan Futures Initiative: Second Regional Progress Report 2014



METROPOLITAN FUTURES INITIATIVE
Second Regional Progress Report 2014

UNIVERSITY *of* CALIFORNIA • IRVINE

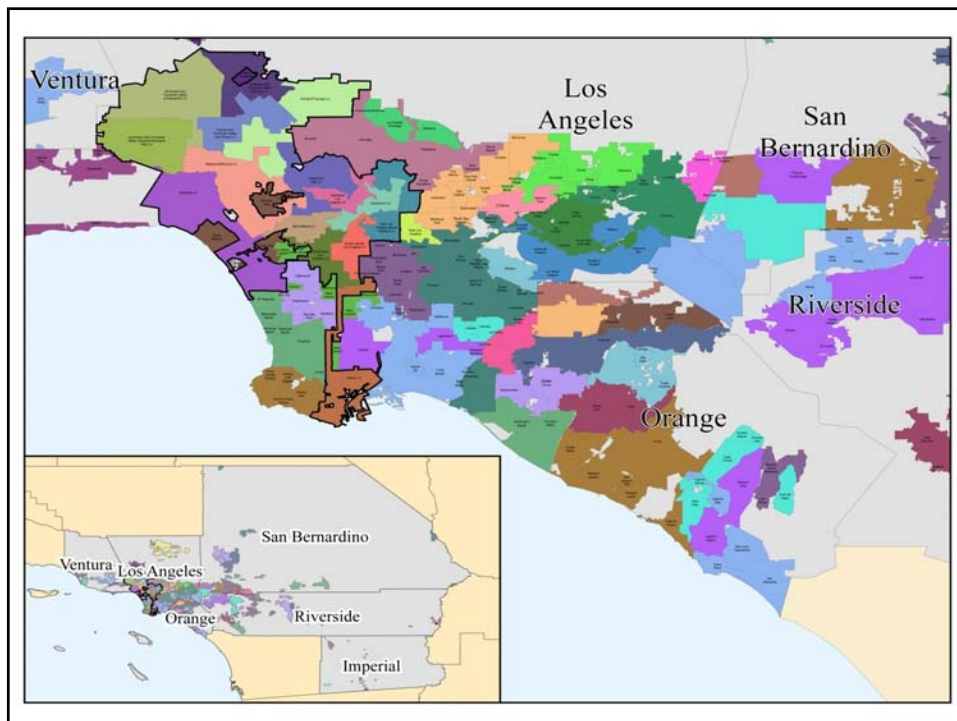
Valerie Jenness, Ph.D.

Dean
School of Social Ecology

UNIVERSITY of CALIFORNIA • IRVINE

John R. Hipp, Ph.D.

**Professor
School of Social Ecology**



Scope of Work



METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Data Sources

U.S. Census	SCAG- land use parcel data
U.S. Economic Census	Crime event data: 189 cities
FBI – Uniform Crime Reports	Home mortgage disclosure act (HMDA)
Census of Governments	NCES – Common Core of Data
Longitudinal Employer – Household Dynamics (LEHD)	RAND – Foreclosures and sales prices
Census Transportation Planning Package (CTPP)	EPA – National-scale Air Toxics Assessments
ESRI – Parks	EPA – Toxic release Inventory
HUD – Vacancy data	NCCS – IRS Business Master Files (BMF)
HUD – Low income Housing	

METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Main Themes

- What explains the particular patterns of development we observe over the last 20 years?
- What effect do land use patterns have on the economic vibrancy of neighborhoods?
- What effect do land use patterns and parks have for neighborhood crime?
- How can this evidence help us understand future development, such as the Great Park area?

METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

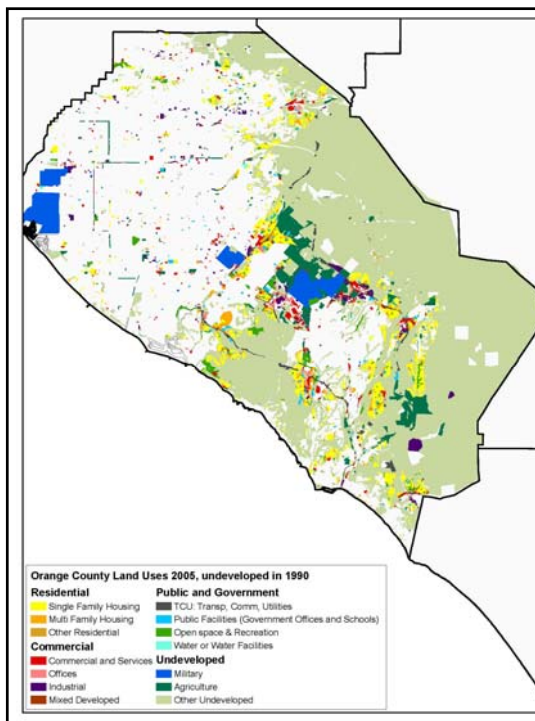
Land Development Patterns

Land Development Patterns

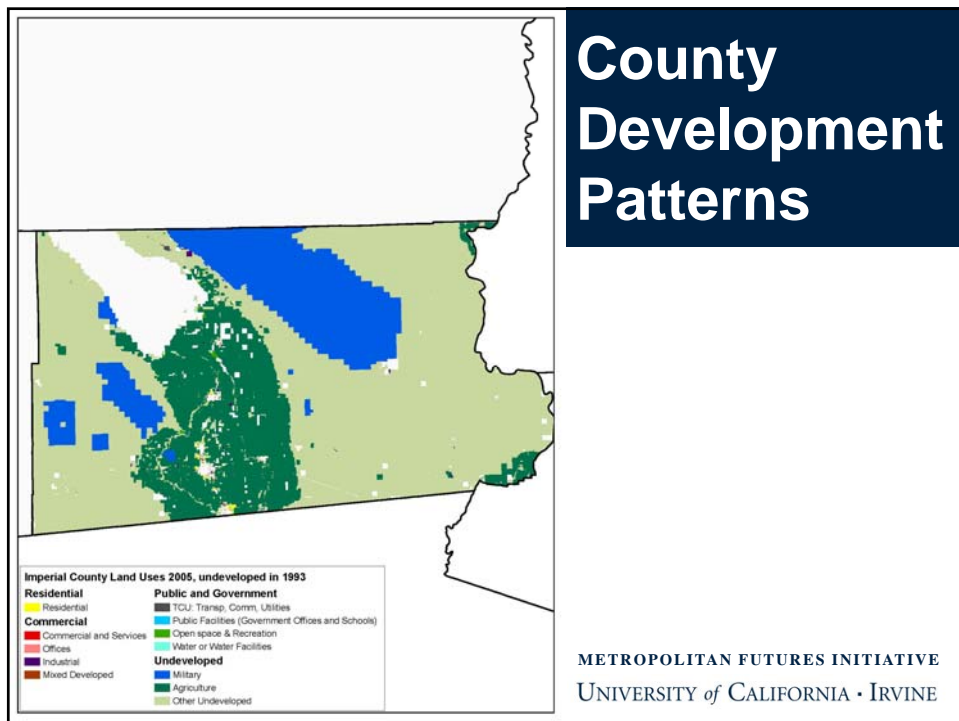
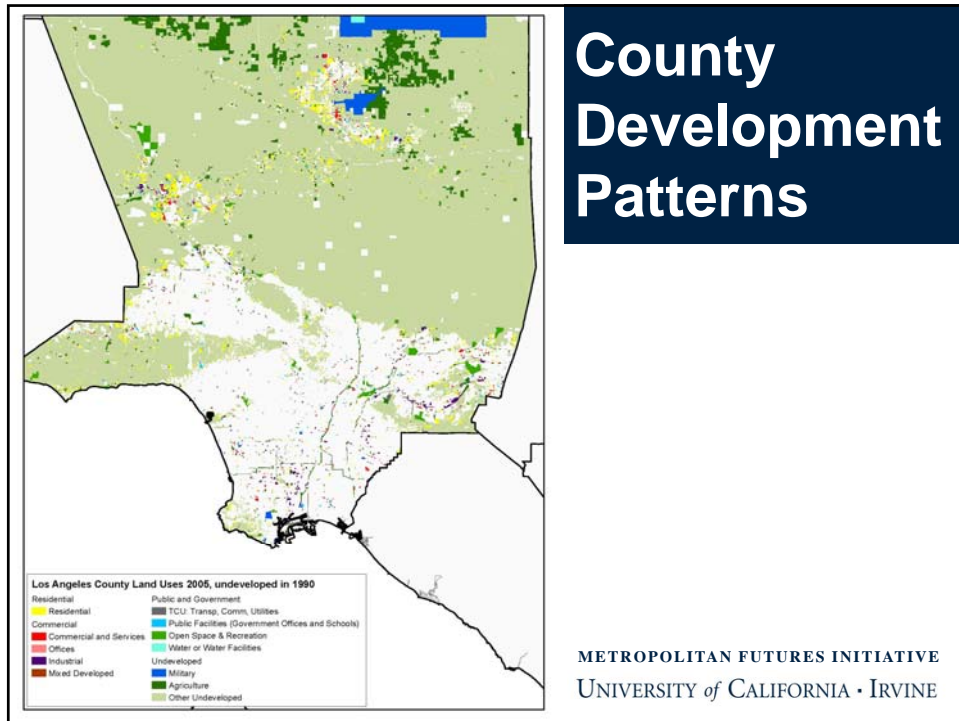


METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

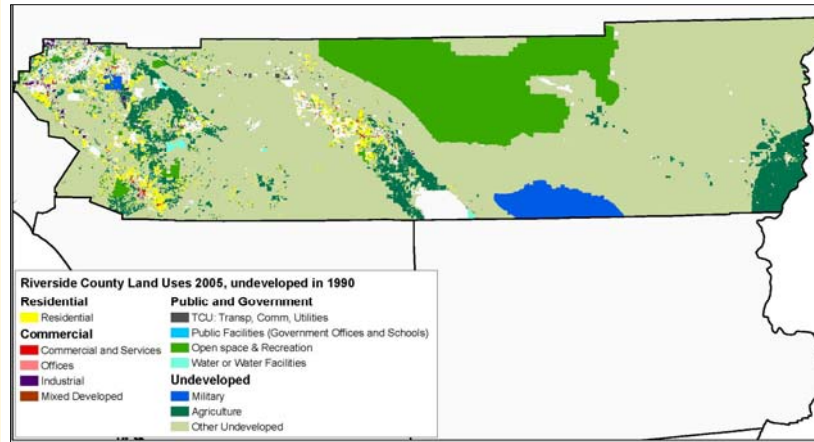
County Development Patterns



METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

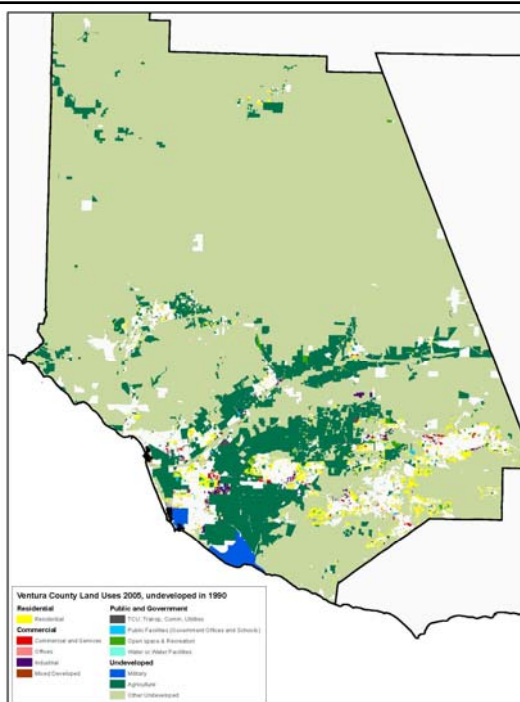


County Development Patterns



METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

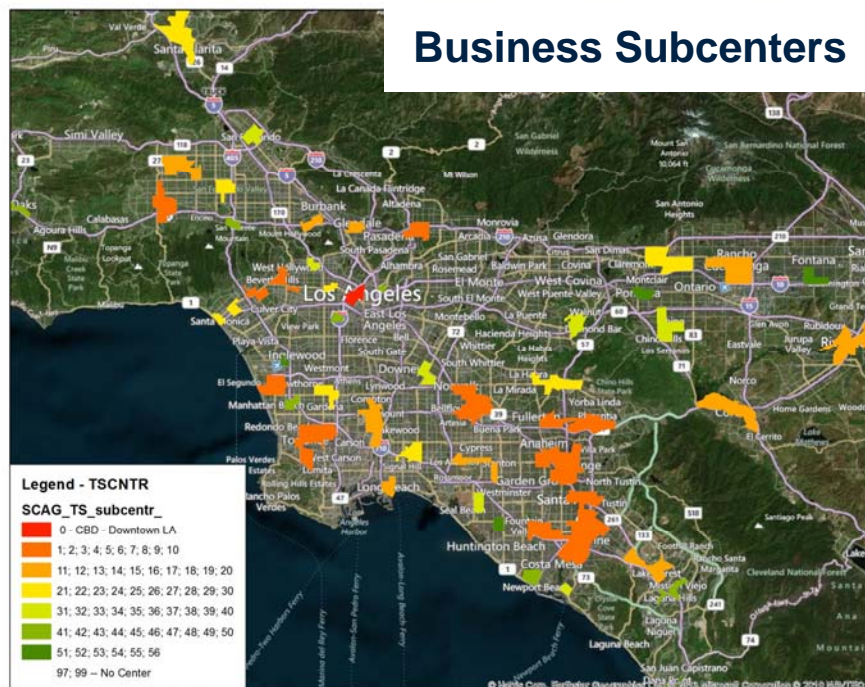
County Development Patterns



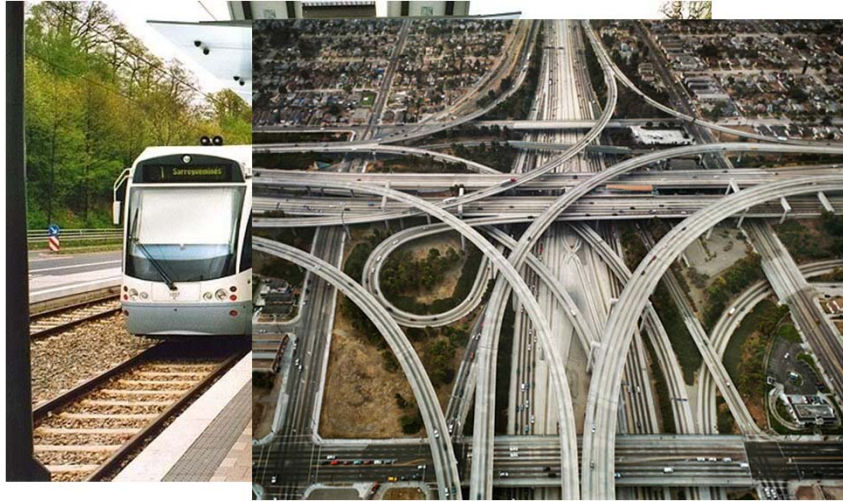
METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Explaining Land Development

Business Subcenters



Proximity to Amenities



UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Diversity in Land Use and Racial Composition



UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Residents' Education Level



UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Reinforcing Effects



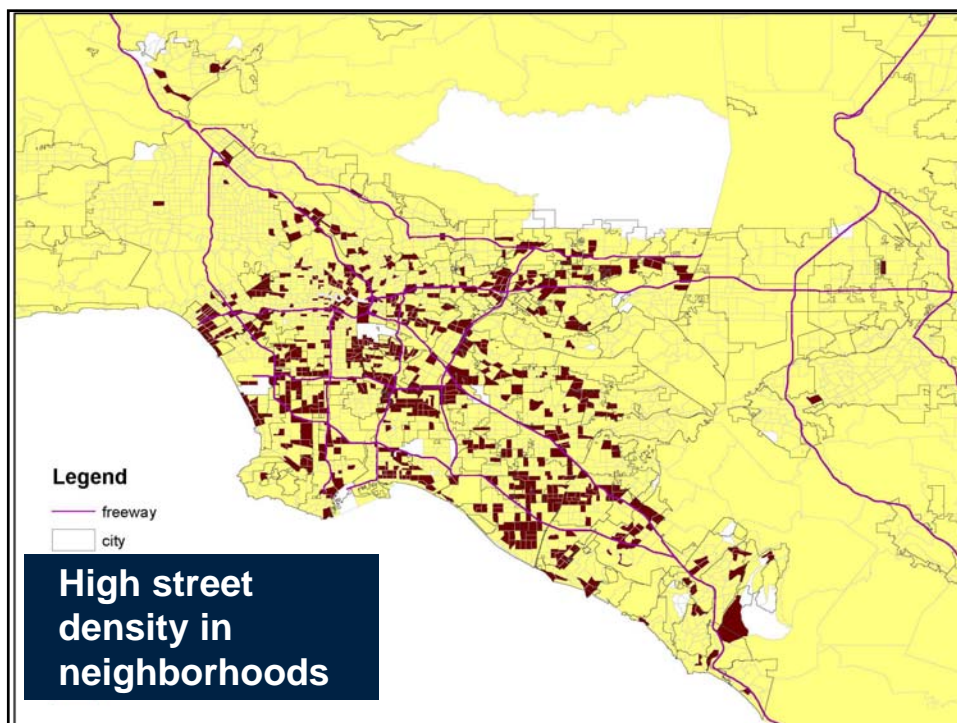
UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

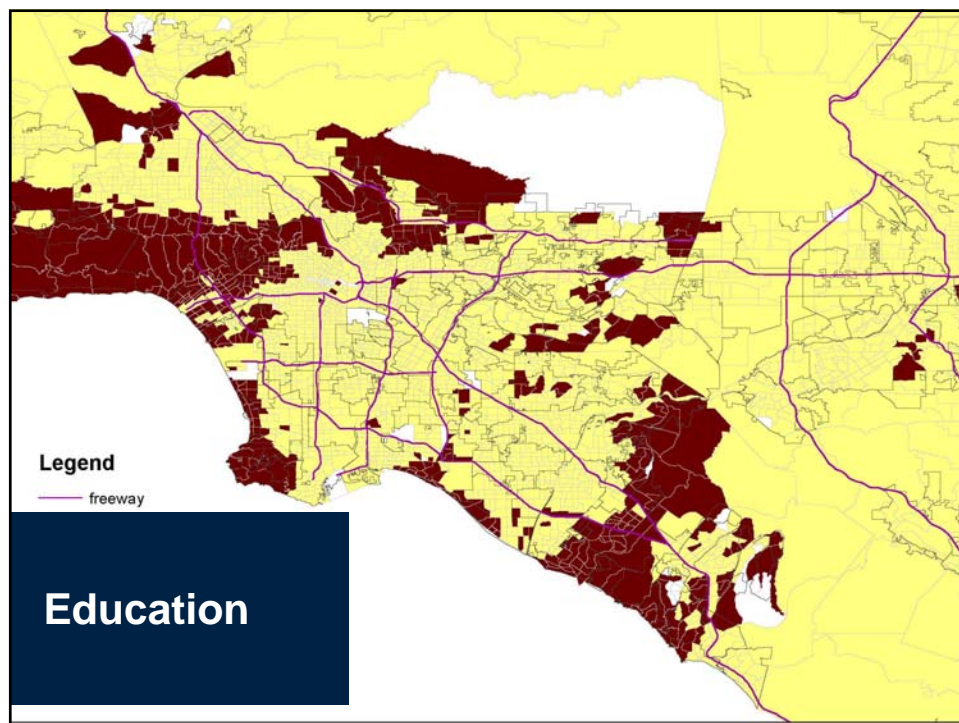
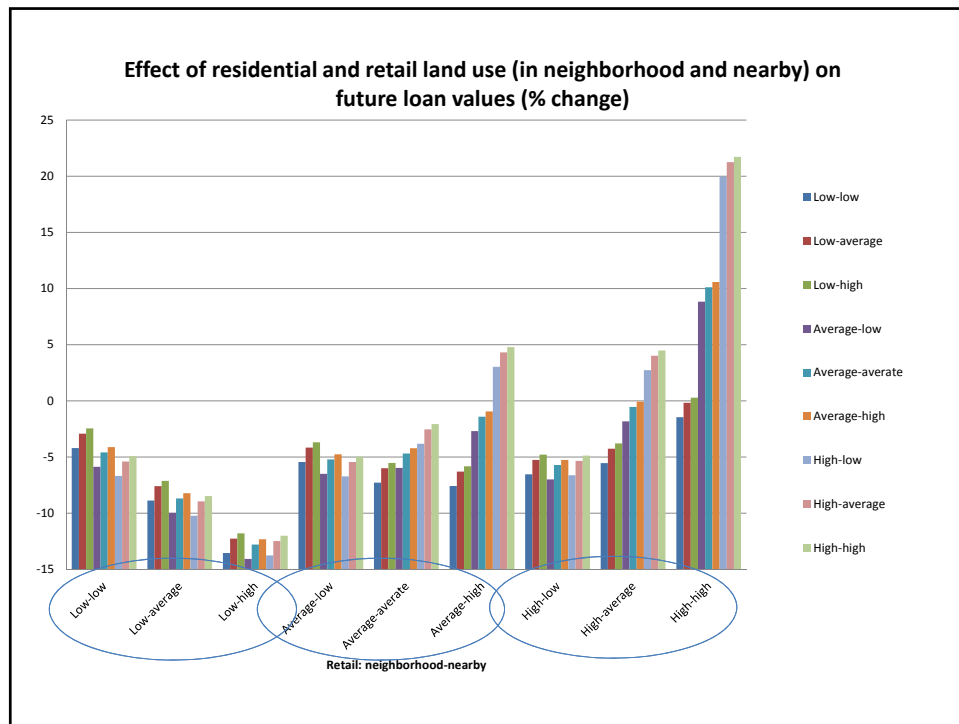
Discover • Engage • Transform

Consequences of Land Development

UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

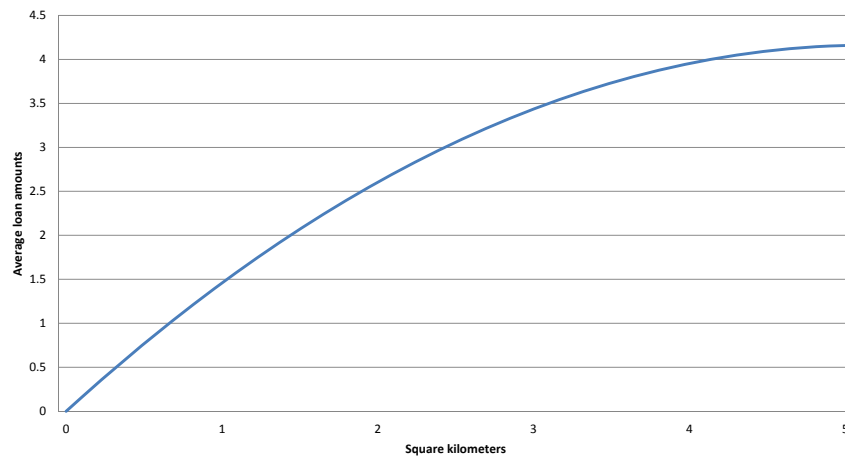
Discover • Engage • Transform





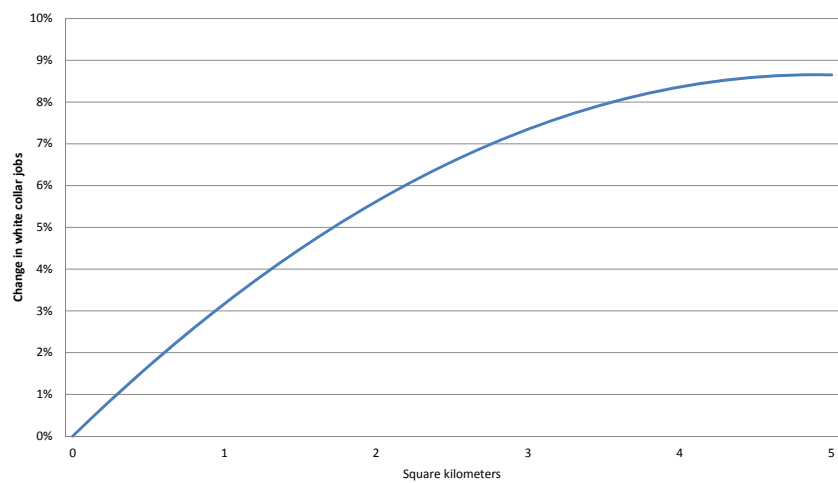
Parks

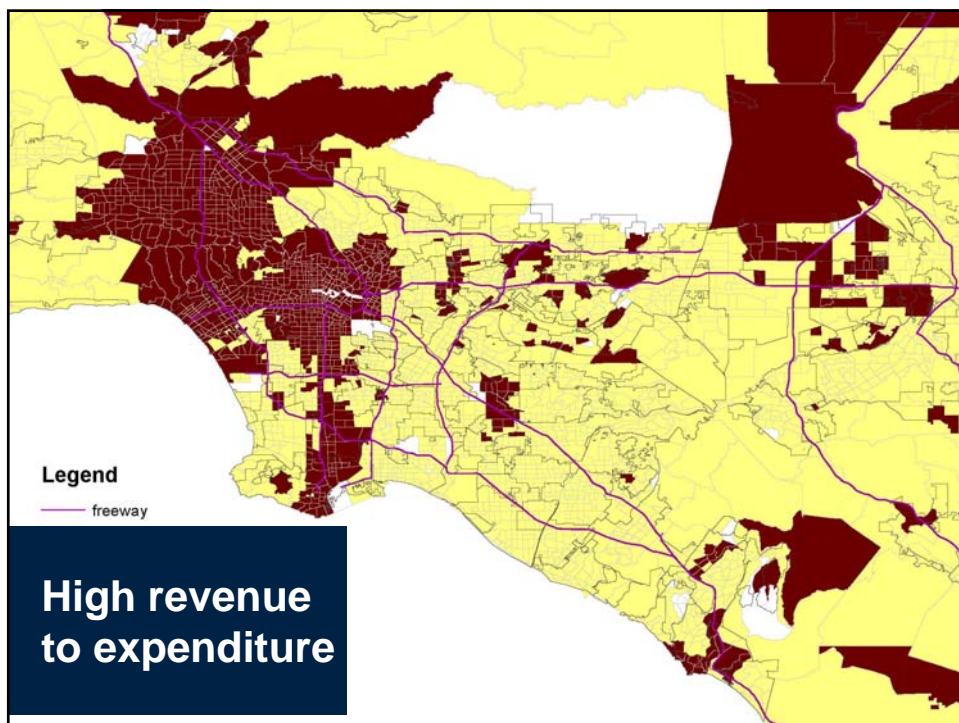
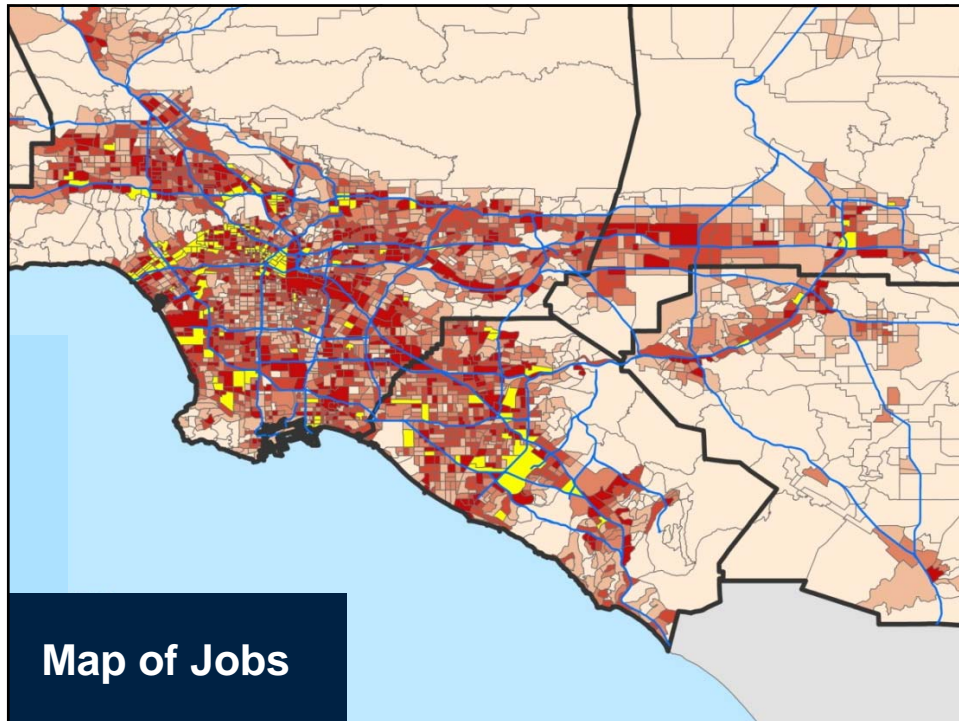
Effect of size of park on loan values in tracts

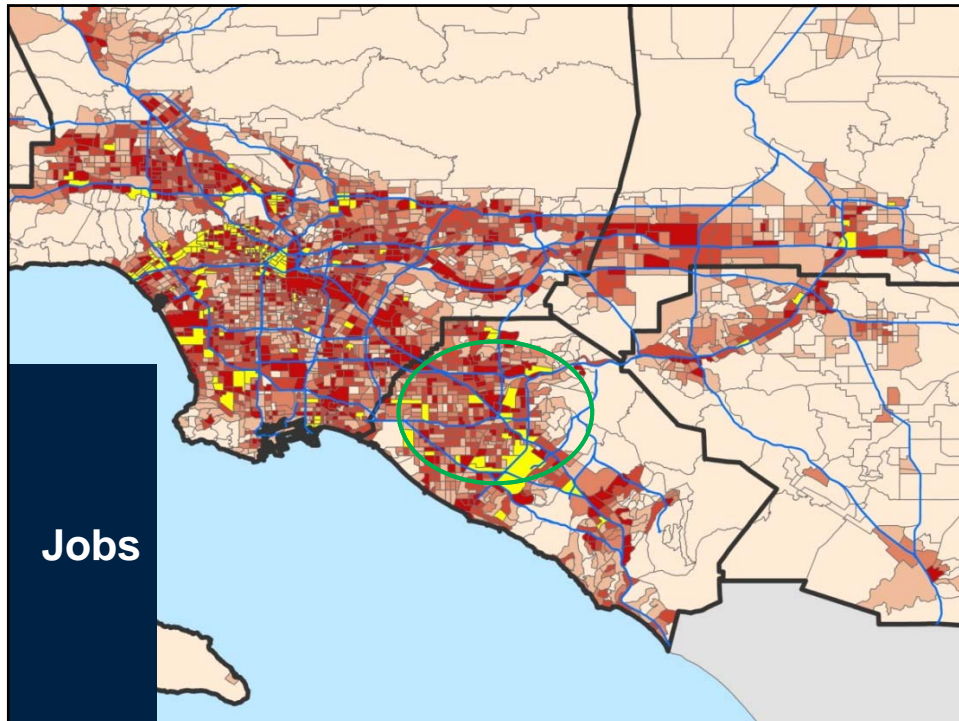


Parks

Effect of size of park on white collar jobs





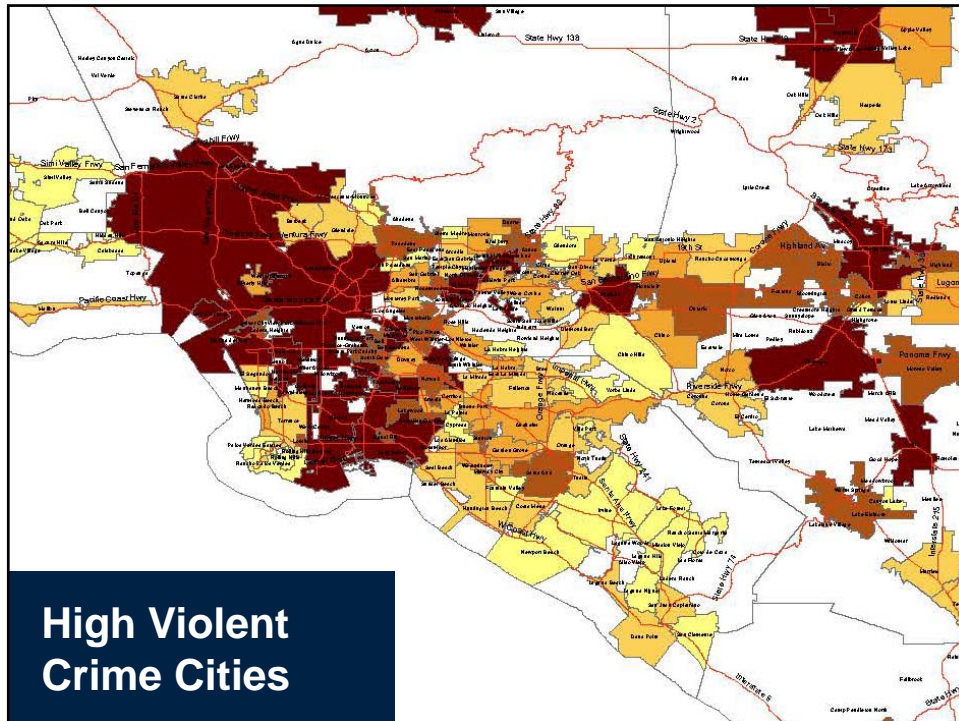


Negative Feedback Effects




UCIRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform



Land Use, Parks, and Crime



SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Parks and Crime

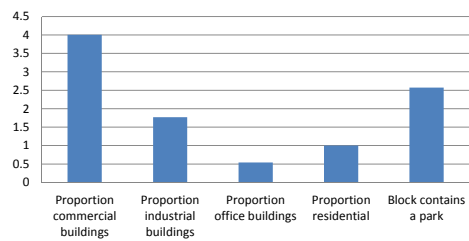


UCIRVINE | SCHOOL OF SOCIAL ECOLOGY

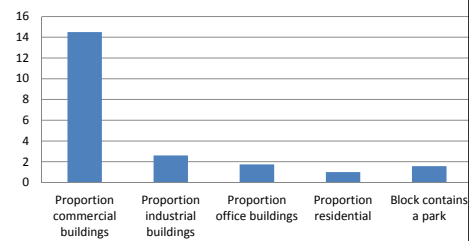
Discover • Engage • Transform

Land Use, Parks, and Crime

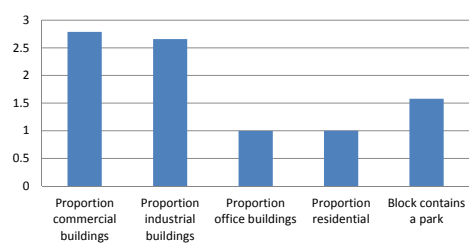
Aggravated assault



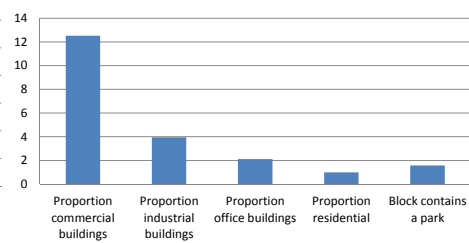
Robbery



Motor vehicle theft



Larceny

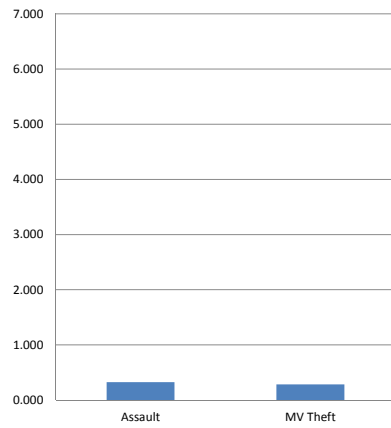


UCIRVINE | SCHOOL OF SOCIAL ECOLOGY

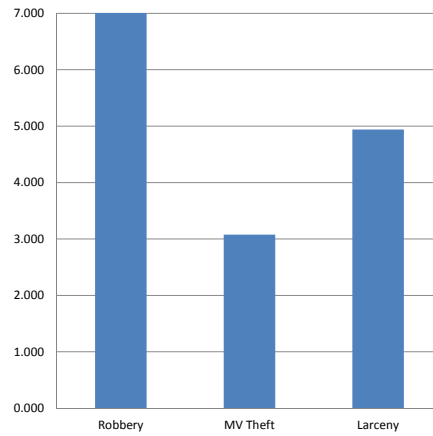
Discover • Engage • Transform

Crime in Parks

Effect of nearby recreation on park crime

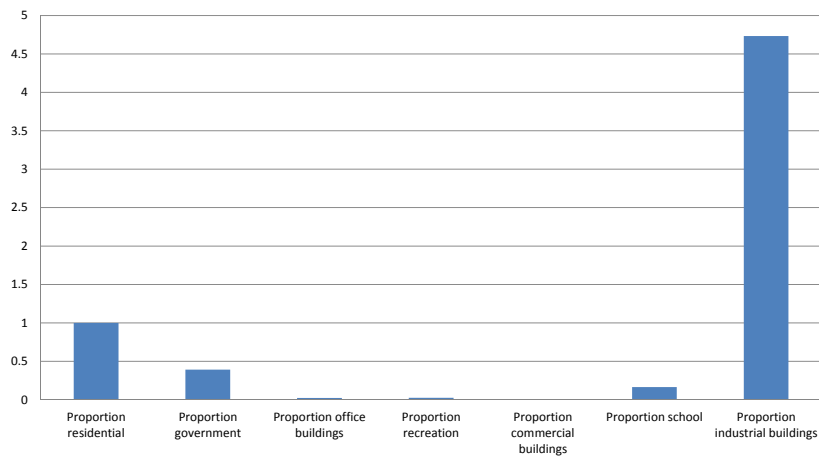


Effect of nearby retail on park crime



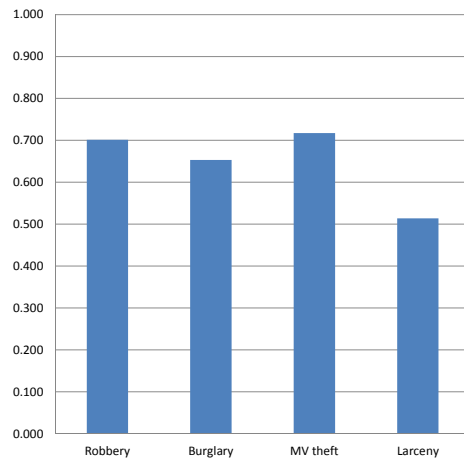
Crime in *Big* Parks

Motor vehicle theft in big parks

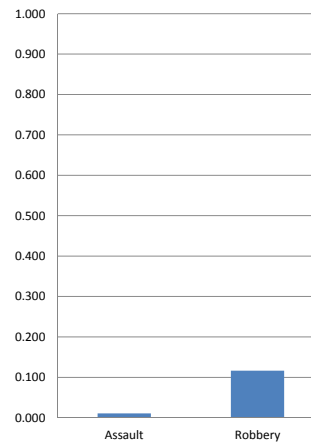


Crime Near Parks

Crime in retail blocks near a park



Crime in government blocks near a park

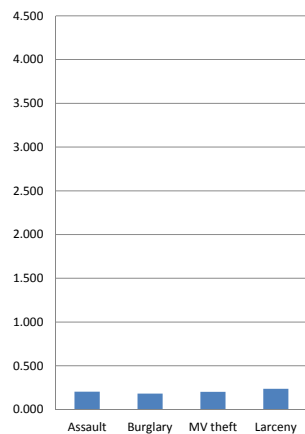


UCIRVINE | SCHOOL OF SOCIAL ECOLOGY

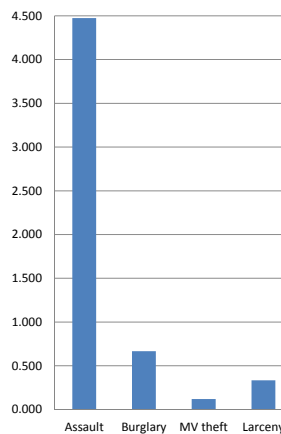
Discover • Engage • Transform

Crime Near *Big* Parks

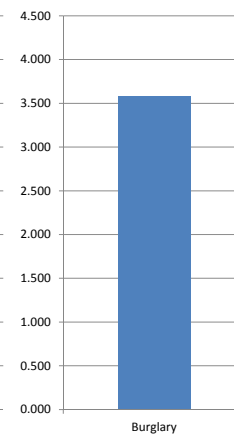
Crime in recreation blocks near a big park



Crime in office blocks near a big park



Industrial blocks near a big park

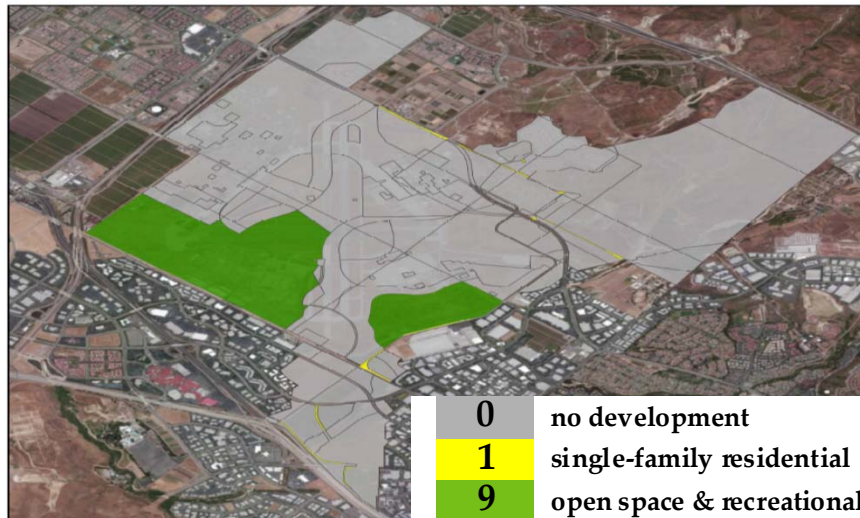


UCIRVINE | SCHOOL OF SOCIAL ECOLOGY

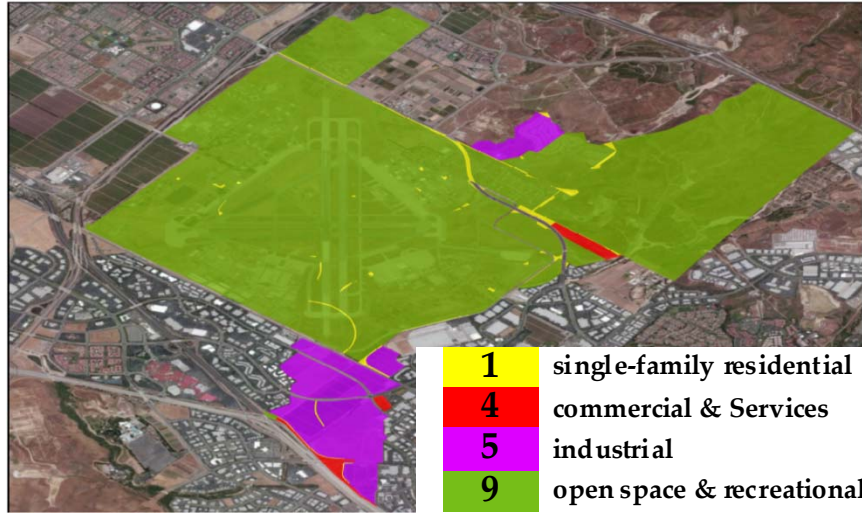
Discover • Engage • Transform

Development of Great Park Area

Projected Development from 1990-2005 Model (“no development” an option)



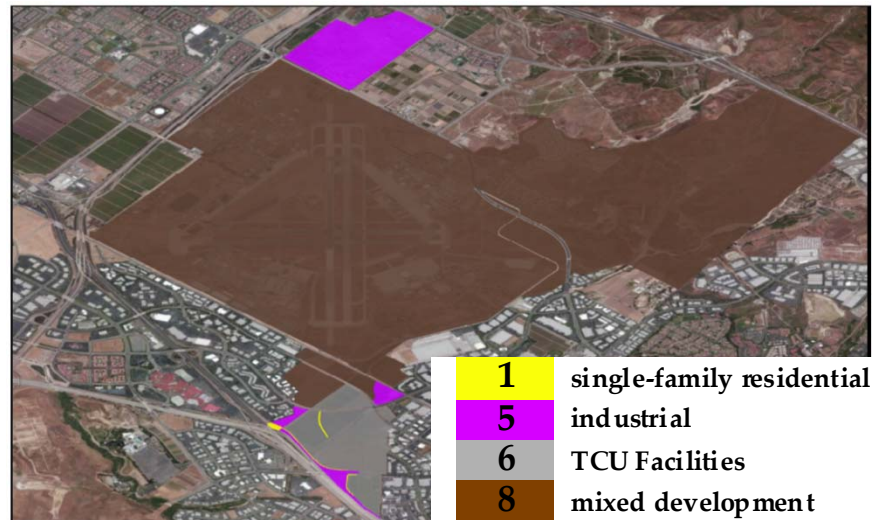
Projected Development from 1990-2005 Model



UCI IRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Projected Development from 2001-2005 Model



UCI IRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Scenario Projection



UCI IRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Scenario Prediction

Scenario	Sales price (zipcode)	Income (tracts)	Unemployment (zipcode)	White collar jobs	Retail jobs	Blue collar jobs
1- Mixed: 50-10-10-10	baseline	baseline	baseline	baseline	baseline	baseline
2- Retail-heavy: 50-30-0-0	+10.4%	+2.8%	+0.1	-30.8%	+30.4%	-24.8%
3- Industrial-heavy: 50-0-0-30	+4.7%	+5.1%	0.0	-21.4%	-5.1%	+15.4%
4- Mix, retail and industrial: 50-20-10-0	+6.8%	+2.8%	+0.1	-27.7%	+19.9%	-9.1%
5- Mix, retail and office: 50-20-10-0	+1.9%	-0.9%	0.0	-3.1%	+12.3%	-14.9%
6- All housing: 80-0-0-0	-0.9%	+3.1%	-0.3	-29.1%	+9.6%	-18.3%

UCI IRVINE | SCHOOL OF
SOCIAL ECOLOGY

Discover • Engage • Transform

Substantial Challenges

- Land use policy exists at multiple scales:
 - STATE mandates to reduce driving and emissions
 - REGIONAL plans to concentrate growth near transit
 - COMMUNITY plans that support sustainability goals



METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Temporal Interdependence

- Current state is strong predictor of future
- Path dependence
- Today's decision-making and actions will modify our trajectories tomorrow



METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Spatial Interdependence

- **Land use changes in an area impact nearby areas**
- **Local policies should assess potential nearby impacts on land use change in nearby areas**
- **The jurisdiction needs to ask key questions**

METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Cross-construct Interdependence

- **Low education and high unemployment reduced housing price increases**
- **But mixed development areas had higher housing price increases**
- **Given spatial clustering by demographic factors, policies to encourage mixed development may on balance yield positive benefits**

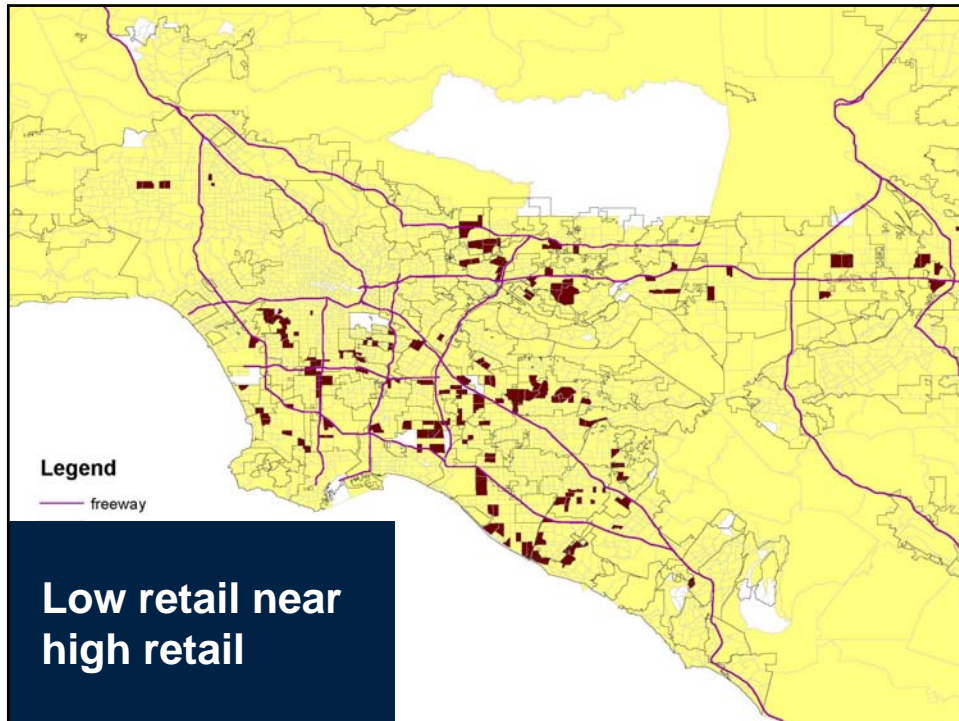
METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Conclusions

- To enact policy around land use development, we need to understand the complexity of the social context
- Better and more useful information means better decisions
- This Regional Progress Report, and future editions, can help inform these discussions
- Next steps: Continued dialogues with community and regional partners to identify new opportunities for problem-solving and engagement

METROPOLITAN FUTURES INITIATIVE
UNIVERSITY of CALIFORNIA • IRVINE

Thank You




DATE: September 11, 2014

TO: Community, Economic, and Human Development (CEHD) Committee

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: Eco-Rapid Transit's Transit-Oriented Development (TOD) Plan

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Michael Kodama, Executive Director of Eco-Rapid Transit, will provide information regarding the TOD plan of Eco-Rapid Transit.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide practical solutions for moving new ideas forward.

BACKGROUND:

Responding to Committee member suggestion as staff presented the "Transit-Oriented Development (TOD): Benefits, Challenges, and Best Practices" in June 2014, staff invited Mr. Kodama, Executive Director of Eco-Rapid Transit to present the Corridor's TOD plan. The West Santa Ana Branch section of the Eco-Rapid Transit Corridor is partially funded in Measure R and is included in the 2012 RTP/SCS. SCAG completed a study of the corridor in 2012 called the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis (AA), and in 2013 the Regional Council selected light rail as the recommended technology alternative. As a follow-up to SCAG's study, Metro is currently conducting a technical refinement study to update the cost and ridership forecasts and address issues identified in the SCAG AA, including Union Station access, Metro Green Line interface, and locally requested alignment/station changes in Huntington Park and Artesia/Cerritos.

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) comprised of 15 members, representing 14 Southern California cities and the Bob Hope Airport in the City of Burbank. It was formed to pursue development of a dependable grade-separated, environmentally- friendly and energy-efficient transit system. The system is designed to enhance and increase transportation options for riders utilizing safe, reliable transit system to expand economic growth.

Eco-Rapid Transit consists of members along a former Pacific Electric right-of-way (West Santa Ana Branch) and an existing rail corridor (Antelope Valley Line between Downtown Los Angeles and Santa Clarita). The agency assesses viable transportation enhancements to improve passenger mobility and accessibility on this corridor which extends from Cerritos to Santa Clarita. The agency is also examining actions to better link the investment in transit to local economic development strategies, including TOD. Mr. Kodama will provide information regarding the transit corridor and station area TOD plans of Eco-Rapid Transit.

REPORT

FISCAL IMPACT:

Work associated with this item was included in the FY 2014-15 Budget under 14.055.SCG00133.05.

ATTACHMENT:

PowerPoint: SCAG – Corridor Transit Oriented Development



SCAG – Corridor Transit Oriented Development

Michael R. Kodama
Executive Director
September 2014

Eco-Rapid Transit

- Joint Powers Authority (JPA)
- 15 members
- Pursue development of a environmentally-friendly and energy efficient transit system.



Eco-Rapid Transit – North



Eco-Rapid Transit – South Measure R – West Santa Ana Branch



Los Angeles Railway J-Car Pacific Electric – West Santa Ana Branch



Alternative Analysis – Technical Refinement Study

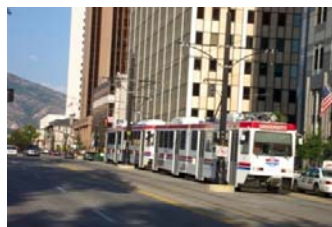
West Bank or East Bank?

- Union Station
- Downtown LA
- Vernon
- Huntington Park
- Green Line
- Artesia Station



Transit Oriented Development

- ▶ Federal Transportation/Land Use Grant (Cerritos)
- ▶ Caltrans Environmental Justice Program
- ▶ SCAG COMPASS Program
- ▶ Gateway Cities COG Strategic Transportation Plan and Sustainable Communities Strategy
- ▶ Metro TOD Grant Program



Pasadena, California Del Mar Station



South Pasadena – Mission Station



Claremont, California Claremont Village



San Diego, California



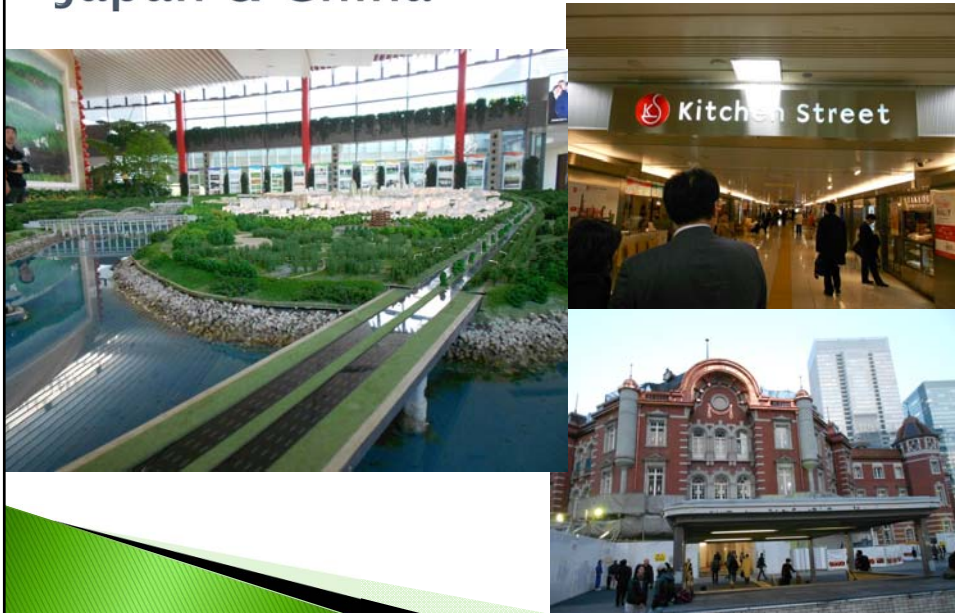
Dallas, Texas Mockingbird Station



Portland, Oregon



Japan & China



I-225 & East Corridor



Lessons Learned

- **Economic and rail development takes a long time** – plan for investment.
- **Uniqueness** of each station
- **Land availability**
- **Community organizing** – partnerships
- **Competition** between cities – zero sum game – **corridor**
- **Economic development incentives**
- **Existing right-of-way** lowers cost – may create suboptimal station locations
- **Regulatory reform** – zoning and parking – land use flexibility to support investment



Transit Oriented Development People

- ▶ Connect to jobs and activities
- ▶ Streets
- ▶ Active Transportation – walkability
- ▶ Public Space

SUSTAINABLE AND HEALTHY
NEIGHBORHOODS



Transit Oriented Development Guidelines – Corridor

- ▶ Economic Development
- ▶ Neighborhoods
- ▶ Multi-modal Transit Hubs at Stations
- ▶ Housing – Affordable and Accessible
- ▶ Parking



Firestone Station Design Concept South Gate & Cudahy



Source: AECOM 2014

Florence Station Huntington Park, Cudahy & Bell



Source: AECOM 2014

Transit Oriented Development – Corridor Strategies

- ▶ Vision
- ▶ Stimulate Investment
- ▶ Funding
- ▶ Transit – Design
- ▶ Placemaking
- ▶ Plan to Stay
- ▶ Connectivity
- ▶ Neighborhoods & Communities
- ▶ Early Wins
- ▶ Innovate, Plan & Empower



Transit Oriented Development Corridor

- ▶ Sustainability
- ▶ Multi-Modal
- ▶ Economic Development
- ▶ Public Private Partnership
- ▶ Neighborhoods



Next Steps

- ▶ Partnership – local & regional
- ▶ Plan Now
- ▶ Local Decision Making Process
- ▶ Build Upon Our Communities

“Working Together – A Chance to Build Upon
the Unique and Special Characteristics of Our
Neighborhoods”



Questions?

Eco-Rapid.org